THE EVENING TELEGRAPH.

VOL. XV.—NO. 36. PHILADELPHIA, SATURDAY, FEBRUARY 11, 1871. DOUBLE SHEET—THREE CENTS.

FIRST EDITION

ANXIETY FOR THE TENNESSEE.

Is She Lost or Safe?

The Tragedy on the Hudson.

Smallpox Panic in London.

Sad Suicide in Lancaster

Removal of Carlisle Barracks

THE VOYAGE TO SAN DOMINGO.

Probable Safety of the Tennessee—Opinion of An Old Sea Captain.

The steamer Tennessee is now out from this port twenty-six days, bound for San Domingo, and as nothing has yet been heard of her arrival there, some uneasiness appears to be felt as to her safety. But there is little reason for this fear, considering the character of the vessel and the route she would take. As a rule there could not be a place selected where human life would be so secure as on board such a vessel and on such a voyage. The multitudes who cross Fulton Ferry daily are in far more danger than if on board a ship like the Tennessee, and a passage across Broadway even under the guidance of a policeman is attended with far more of risk. The only portion of the route where she would be likely to encounter heavy weather or a rough sea would be from Sandy Hook until she had crossed the Gulf Stream off Cape Hatteras, a distance of some three hundred miles, which she would run in less than two days, placing her on the 18th of January south of the Gulf. Now had there been any bad weather during those two days, there might be some slight ground for alarm, but the contrary was the case. The vessels which arrived at this port from the South on the 17th, 18th, and 19th of January, uniformly reported fine moderate weather. Then the vessels which have arrived since, without exception, when they report the weather at all, report fine weather up to Hatteras. It is, therefore, almost a certainty that the Tennessee has had no storms since she left, and could not have been lost through stress of weather; and even if such was by any chance encountered, it would be difficult to select a vessel more likely to successfully withstand its shocks than the Tennessee. She was only about six years old, was built in the Brooklyn Navy Yard, of the very best material, and was of immense size and strength. Under ordinary circumstances she would be eight or nine days in making her passage, as it is not at all likely that on such a cruise she would steam up to her full power, but would trust to the aid of her canvas when it could be made available. If, then, she averaged eight knots per hour it would be doing very well, and at that rate her passage would be over eight days. After arrival there weeks might elapse before any vessel would be going to Havana, unless one was specially chartered to carry the intelligence, which it is evident was not done, or her arrival would have been reported by telegraph from that point; that is, assuming that the Tennessee made her passage without accident or interruption. It is extremely probable, however, that some accident may have occurred to her machinery, which, although not in any way affecting her safety, would account for her detention. In case of such accident occurring while crossing the Gulf Stream, the most likely place for it to occur, she would probably make the best of her way to Bermuda, and as communication from there is very uncertain, this would account for the lack of intelligence from her. About the only real dangers she would have to encounter in this route are from taking fire or from collision, and the risk of these dangers is much less on board a man-of-war than on an ordinary merchant vessel, on account of the high state of discipline on board, and the extra precaution observed. Where an ordinary steamer would have one, or at most two men stationed on the "look-out" at night, the Tennessee would have eight or ten, each of whom is obliged to report himself awake every half hour. If disabled after getting south of Bermuda, and attempting to reach her port under canvas, her time of arrival would be very uncertain. From the latitude of 30 to 25 she would have to pass through a belt of calms, the region known as the Horse latitudes, where sailing vessels have been known to be detained fifteen or twenty days, and the Tennessee under canvas alone would be more helpless than an ordinary sailing vessel, as she would have her propeller to drag after her. The owners of the steamship Tybee, which makes a trip once a month to San Domingo, say that it is seldom that they hear of their vessel until her return to this port, Havana is the nearest telegraph station to San Domingo city, and that place is about eight hundred miles off. Sometimes the captain of the Tybee can send a message by the Spanish steamers, which run between San Domingo City and Havana, but they do not run regularly, and it is seldom that he can connect with them; and if not, he brings on his return the news of his arrival out. For these reasons, therefore, it would appear that there is as yet no cause for the alarm of those who have friends on board of the Tennessee.—*N. Y. World to-day.*

—The *World* has also the following in its Washington despatches:—

THE FEELING AT THE WHITE HOUSE.

A representative of the *World* called at the White House and inquired of the President if he had heard anything of the Tennessee. He replied that he had not.

Correspondent—Are you not somewhat apprehensive, Mr. President?

The President—I was a little nervous yesterday, but since I have heard General Babcock's views, I do not feel at all alarmed.

C.—What does General Babcock think?

The President—General Babcock says he has made two trips to San Domingo, and that, owing to missing the connection with the steamers that leave there once a month for New York, it may be ten days more before news of the Tennessee comes back. I hope to hear by Sunday of her safe arrival.

General Babcock was afterwards called on. He expressed the same opinion he had given the President, and added that he had no apprehensions whatever that anything serious had resulted. Possibly her engines had got out of order, and she had gone ahead with sail. He said, however, that if we did not hear from the Tennessee by Monday or Tuesday he should grow a little anxious himself.

AT THE NAVY DEPARTMENT.

Secretary Robeson was accessible for a moment only. He said that he felt no apprehensions as to the safety of the vessel. All the rumors of disaster could not be traced to any foundation, except that the Tennessee was out a little over time. When Captain Temple, who commands, left the department, he said that he did not expect to make so quick a trip as some expected. That was all Mr. Robeson had to say. It was learned from other bureaus in the department that they did not think there was much cause for alarm.

The Tennessee's engines were inquired about. Some said they had a fair trial in a sail from New York to Washington, and others say not, but all agreed that her chief engineer officer was a superior man for the place, and would work the machinery through if it could be worked at all. These were the roseate views at the department. And they were much brighter than those of officials at the Capitol, who seemed to be impressed quite generally that the Tennessee was lost.

THE TENNESSEE UNSEAWORTHY.

The eminent naval constructor, Hanscom, who was the subject of the exciting debate in the House to-day, was applied to for his opinion this evening about the Tennessee. He unhesitatingly pronounced her an unseaworthy vessel. She is too long for her breadth, and so narrow that she could not take coal enough for a long voyage. He said he did not think that she ought to go to sea.

Another Opinion on the Steamer's Seaworthiness.

The New York *Times'* Washington correspondent writes:—The wicked rumors regarding the unseaworthiness of the Tennessee are authoritatively contradicted by the Navy Department. Commodore Alden, one of the most experienced officers of the navy, who superintended the building of the vessel, authorizes the following statement:—

That the Tennessee, formerly the Madawaska, is one of the staunchest and most seaworthy vessels in the navy. That she is comparatively new, having made but one cruise since she was launched, which was her trial trip, three years ago, when she weathered a severe gale and came out handsomely with one-half the sailing power she now has. She has been thoroughly overhauled during the past year, and strengthened by the addition of a new deck, while her sailing power has been doubled, so that she was stronger and better when she went to sea this time than ever before. A third of the weight of her machinery has been taken out by relieving her of useless boilers. She has Ericsson engines, and in case of their being disabled has sailing qualities that will take her all over the globe. It is not true that any officer asked to be relieved from going out in her because they mistrusted her sea-going qualities. One engineer only, who had a snug berth at the Brooklyn Navy Yard, which he didn't want to leave, made this request. Several of her full complement of officers were taken out of her to make room for the commissioners, their attaches, and the correspondents.

THE NEW HAMBURG DISASTER.

Gleanings from the Wreck—Narrow Escapes—Memoirs of the Dead—Mr. Forbush—The Fowler Family.

The terrible accident on the Hudson River Railroad has not lost its interest. We give a few extracts from our morning mail:—

NARROW ESCAPES.

Berths had been secured in the ill-fated car for a party of three, one of the number taking passage at New York, but deferred entering the sleeper, intending to meet his friends in this city when their quarters in the sleeper would have been occupied. The gentleman mentioned had a seat in the rear passenger coach at the time of the accident. A gentleman was stopping in Poughkeepsie who was to have met Dr. Nancrede at the station, and proceed in his company to Buffalo. He was at the station, waiting for the train, when he heard of the accident. Early the next morning he was on the scene of the disaster, and there found his friend among the dead, horribly mutilated. James Stafford intended taking the Montreal train, which followed the express, but at the moment of starting was induced to take passage on the express as helper to the baggage-man. He perished, while the baggage-man escaped. Stafford was in the employ of the railroad company as fireman on a dummy. His body was placed in charge of his friends, last night, and removed to New York.

MR. W. H. FORBUSH.

When the friends of Mr. Forbush, of Buffalo, came on after the body, the watch which he had with him at the time of the accident was missing. It was a very valuable gold time piece, which had been presented to him by the officers of the International Exhibition, Buffalo. The following inscription was engraved upon the case inside:—"Presented to Walter H. Forbush by the International Exhibition, Buffalo." Diligent inquiry was made for it at the time, but without a satisfactory result. It has since been restored to his friends, being found under these circumstances. Professor Eastman, while en route to New York the morning following the accident, stopped at the scene of the wreck in his passage across the ice to the other side of the bridge. While looking at the ruins he discovered a vest floating in the water, which he recovered. Attached to the vest was a gold chain and watch. Deeming it prudent to take charge of the same before the crowd of loungers about the scene could lay hands upon them, and, perhaps, appropriate them to their own use, the Professor did so, and on his return from New York last night hunted out the friends of the deceased and promptly restored the much prized valuables, receiving the sincere thanks of the latter for his thoughtfulness. Mr. Forbush was a man of uncommon talent and attainments. He was of the law firm of Sprague, Forbush & Hyatt, of Buffalo. He was also famous as a mechanical engineer, and his judgment in such matters was considered indisputable by the officers of the Patent Office, Washington, whither he was frequently called for consultation and advice. He was but thirty years of age. He leaves a wife and three children. There was an insurance of $20,000 on his life. It is a singular coincidence that his father was burned in the terrible Angola disaster which occurred two or three years since near Buffalo.

THE REV. MORRILL FOWLER AND FAMILY.

Mr. Fowler came from his home in North Guilford to the Berkeley Divinity School in Middletown. In the seminary he at once made a reputation for modesty, industry, scholarship, and devotion. His merits quickly transferred him from his first parish, Oswego, N. Y., to that of Batavia, in the same State, and here his success was without a parallel in any parish of his brethren at that time. In Batavia, his health became impaired to such an extent as to require total rest from the labors of his office. Last summer, eager to resume work, he visited Salt Lake City, for the double purpose of trying the climate of the plains and of doing the little that might be in his power in behalf of the Gospel, in that city. An experiment of a few months convinced him that he had found a place where his health would be restored. He returned to Connecticut for his family, and to say his last farewells to his parents, in feeble health. We saw him here only a few days ago. They started for their home in the far West. Two hours from New York their journey ended, and all their journeyings for evermore. What volumes and years of agony are in the few words which tell how their bodies were found, and by which imagination sees them in their last few moments. Mr. Fowler, "terribly disfigured," Mrs. Fowler with the two youngest children folded in her arms, as though in the first shock of alarm she had caught them to her breast for protection. Shall we go on? "His face and head burned, blackened, charred to the bones." The heart is sick. Let us turn our eyes away.—*Bridgeport Farmer.*

The Boy Suicide.

An inquest was held to-day by Coroner Young in the case of George W. Whitenberg, the youth who shot himself in the head at a house of prostitution in Green street, on Tuesday night. The wretched boy lingered in terrible agony at Bellevue Hospital until yesterday, when he died.

Kitty Reynolds, the young woman in whose company deceased was on the evening in question, testified that he was intoxicated and inflamed with jealousy, and threatened to shoot her before he shot himself, saying, "Kitty, I am going to h—ll, and you must go with me." She became alarmed and ran out of the room. He called her back, and when she reached the door she saw him place a revolver to his temple and fire. The jury returned a verdict that deceased came to his death by a pistol wound self-inflicted.—*N. Y. Commercial Advertiser of last evening.*

SMALLPOX.

A Panic About It in London—Great Mortality—The Security of Vaccination.

The London *Times* of the 28th ult says:—

The epidemic of smallpox in the metropolis has reached an alarming height. In the first week of the current month the deaths from smallpox were 79, while during the last week, being the third of the month, they had risen to the enormous number of 188. Since the total number of deaths during the week was 1346, it appears that more than 10 per cent. of the mortality in London is now due to this perfectly preventible disease. The deaths are now three times more numerous than than they have been at any time since the passing of the Compulsory Vaccination act in 1853. The Smallpox Hospital at Holloway is full, and admits 144 patients; the Hampstead Hospital now accommodates 378 patients, and preparations are being rapidly made for admitting 70 more, while even in the first week of the month 626 patients were being treated at their own homes or in the workhouses by the Poor Law officers. Further hospitals are almost daily required, and this enumeration of patients takes no account of the cases which are privately treated. Every case is, at one period or another, a centre of infection, and the seeds of contagion are spread over the whole metropolis.

London is suffering, in short, from a violent outbreak of one of the most frightful of contagious diseases, and the worst, to all appearances, has yet to come. We shall not be thought to exaggerate the danger when we add that the deaths last week were three times as numerous as those from scarlet fever—a disease which of itself has for some months been the dread of the metropolis.

The last report from the Hampstead Hospital showed that the mortality among the unvaccinated patients was at the rate of 41 per cent., while among the vaccinated patients it was at the rate of only 5 per cent. No vaccinated child has died in the hospital, and the protection proves to be in exact proportion to the completeness with which the operation has been performed. It may reasonably be regretted that no punishment can be inflicted on the persons who, in the face of such facts, have prejudiced the ignorant against their only security.

SAD AFFAIR AT LANCASTER.

Suicide of a Highly Respected Citizen.

The Lancaster *Express* of last evening has the following:—

About half-past two o'clock this afternoon the friends of Mr. Harris Boardman were startled by hearing that he had committed suicide by shooting himself.

This morning Mr. Boardman visited No. 1 Cotton Mill, and while there his singular movements attracted the attention of the engineers and others, so much so that, had they not known Mr. Boardman to be a strictly temperate man, they would have supposed him to be under the influence of liquor. It was very soon manifest, however, that he was laboring under some violent mental excitement, and he was closely watched, but by a sudden movement he threw himself over the bannister into the gear pit of the engine, and it was with great difficulty that he was extricated from his perilous position, the aid of several men being required to do so. He was then taken into the office, where he was kept for some time, and, seeming better, Mr. Arnold drove him home.

Mr. Boardman was one of our best known and most highly respected citizens. At the time of the destruction of his property, the Old Cork Factory, we heard him say that he did not know that he had an enemy in the world, and could not imagine who could have entertained any disposition to do him an injury.

Mr. Boardman was remarkable for his great mechanical genius, having one of the best inventive minds in the country, his machinery for making cork and twine being the best in the country.

The sad event will cast a gloom over the whole community, and is a terrible bereavement to his afflicted family, to whom he was one of the best of husbands and fathers. His friends know of no immediate cause to assign for the temporary insanity under which he was undoubtedly laboring when he committed the rash act, except that he had seemed at times to allow the destruction of his property, the Old Cork Factory, to prey upon his mind.

CARLISLE BARRACKS.

The Removal of the Old Post—Protest of Citizens—Interesting Reminiscences.

The citizens of Carlisle, Pennsylvania, are indignant at the breaking up of the military post there, and the transfer of the recruits to Jefferson Barracks, Missouri. The payments to soldiers quartered there amounted to some twenty or twenty-five thousand dollars per month, most of which was expended there. The Reading *Times and Despatch* says:—

The removal of this post calls up some interesting reminiscences. It was one of the oldest, largest, and most beautiful military sites in the country. It was founded by Washington during the Revolution, and the Hessian prisoners captured at Trenton were put to work on the first buildings. It was not until the war of 1812 with Great Britain that it became a post of great military importance, and at one time or other since then the most distinguished officers in the United States army have been in command. The lamented Ringgold was first stationed here, and he was succeeded by Sumner, and he, in turn, by Washington, the commander of the 4th Artillery, who was lost, with five hundred men of his command, on the ship San Francisco, in the year 1854. May, St. George Cook, Barry, "Stonewall" Jackson, "Jeb" Stuart, Ewell, Fitz Hugh Lee, and other noted Union and Rebel chieftains got their first "sojering" here. During the late rebellion the barracks, with the exception of a single building, was burned down in the siege of Carlisle, in July, 1863, by the Rebels under Fitz Hugh Lee. The building saved was one occupied by the late Major Sanno, a soldier of the war of 1812, and who for very many years had been sutler at the post. He was a great favorite with all the officers and privates who had ever been there, and when the order was given by Lee to burn the barracks, there was an accompanying one that "old Pap Sanno's house" should be saved, and both orders were carried into effect strictly. The Government at once rebuilt the barracks on a grander and more extensive scale, and several important alterations and improvements were made, making it, if possible, a more beautiful and attractive spot than it had previously been.

California's Farewell to Bret Harte.

It is not often that a writer receives on leaving his home forever, to carry his prestige and fame to other shores, so hearty and generous a farewell as is given by *The Alta California* of the 2d instant to Mr. Francis Bret Harte:—

This morning Mr. Bret Harte, the most widely known of all the California writers in general literature, leaves this State to take up his residence permanently in the East. It was not to be expected that we could long retain an author whose works have already achieved such large celebrity, and whose future promises so richly. It is natural for such men to gravitate towards the centre of literature, refinement, and art; though remote parts of the republic can develop their genius, sooner or later they are drawn to more congenial and appreciative fields. Nevertheless, our loss is not less sensibly felt, and in parting with Harte, we part with the best known and best liked writer in light literature that we have. Thousands of generous and kindly hearts will regret his departure, and hosts of readers who have dwelt with delight over his bright pages will send after him a hearty God-speed. During a long residence in this State, Mr. Harte has established, not only a brilliant reputation as a literary man, but more enduring and hearty friendship than most men gain in his department of life. These cannot be readily replaced; but, doubtless, the finer influences and more favorable surroundings which he will gain in the older States will do more for the best development of his powers than could be hoped from the pleasantest associations attainable here. And so we bid our friend farewell.

—Arrangements have been perfected whereby Senator Revels, whose term of office expires the 3d of next March, is to act as one of the general agents of the Congressional Temperance Society, in connection with Dr. Jackson, of Maine,

SECOND EDITION

TO-DAY'S CABLE NEWS.

French Assembly Elections.

Monarchical Triumphs in the North

A Conservative Result Certain

Storm on the English Coast.

Great Shipping Disasters.

Proceedings of Parliament.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

Monarchical Triumph in the North of France.

LONDON, Feb. 10.—A despatch from Lille says the official result of the elections in the Department of the North will only be published to-morrow. The counting of the votes has been long and difficult. A monarchical triumph is certain, as the Republican majority in the city is but 25 per cent., while the Monarchists have a majority averaging 50 per cent. in the province.

The Vote by Departments.

BORDEAUX, Feb. 10.—The Departments of Charente Inferieure, Hautes Alpes, Yonne, and the cities of Dijon and Toulon have elected Republican candidates for the Assembly. The cities of Nantes, Cahors, and Auch, and the Departments of the Creause, Dordogne, Mayenne, Vendee, Lot, Garonne, and Loire have chosen conservative, moderate, or liberal union candidates.

BERLIN, Feb. 10.—The *Kreuz Zeitung* says no decision can be made as to the **Prolongation of the Armistice** until it can be seen what chance there is that the French National Assembly will conclude a peace.

Two Favres in the Field.

BRUSSELS, Feb. 10.—M. Jules Favre, the member of the French Government, has not arrived at Brussels, as reported. The rumor was caused by the fact that a French merchant of the same name was present in the city.

English Parliament.

LONDON, Feb. 10.—The House of Lords was mainly engaged to-night with notices of measures of merely local importance.

A message from the Queen was received, asking for a **Dowry for the Princess Louise,** suitable to the dignity of the Crown. The message was read and made the order of the day for Monday. Adjourned.

In the House of Commons all the correspondence relating to the Franco-Prussian war was presented, and notice given of many questions to be put to the Government touching the foreign policy.

Mr. Gladstone Made an Explanation of the reasons why France was not represented in the London conference. He said that the Prussian authorities had promised Favre a pass for himself to attend the London conference, if he should be sent as the representative of France, but the Prussian flag having been violated when the application was renewed by M. Favre, and the bombardment having begun, M. Favre declined to leave Paris.

Mr. Baxter, Secretary to the Admiralty, in answer to a question as to the **Condition of Paris,** said that the Government had been able to spare 2500 tons of food for the Parisians, and that 1000 tons more were ready for shipment.

Mr. Cochran reviewed the **Foreign Relations** of the country, and demanded a ministerial statement relative to the condition of affairs as regards Russia, Prussia and France. There was subsequently a brief debate upon business of a local nature. Adjourned.

The following **Consular Reappointments** appear in the London *Gazette* of to-day:—Mr. Archibald at New York, Mr. Kortright at Philadelphia, Mr. Murray at Portland, Mr. Henderson at Boston, Mr. Booker at San Francisco, Mr. Donohue at New Orleans, Mr. Rainalds at Baltimore.

A Great Storm on the English Coast.

LONDON, Feb. 11.—A violent gale is raging all along the coast of the United Kingdom. Six ships are ashore near South Shields, and several lives are known to be lost. Numerous wrecks are apprehended.

Cattle Plague.

BREST, Feb. 10.—The veritable plague has appeared among the immense droves of cattle intended for the relief of Paris, and a sanitary cordon has been established around the animals infected. The deaths are so numerous that it is impossible to bury the carcasses, and therefore they are being loaded on condemned war ships, which are towed to sea and sunk.

The Spanish Cortes and the Tobacco Monopoly

MADRID, Feb. 10.—The Spanish Cortes has passed a law making the sale of Cuba tobacco a monopoly in the hands of the Government.

New Ocean Steamship Line.

ROTTERDAM, Feb. 10.—The capital for a new steamship line to New York has been subscribed, and two steamers are to be built for the service.

The French Elections—Conservative Result.

LONDON, Feb. 11.—It is now ascertained beyond a doubt that the result of the French elections is a triumph for the conservatives.

Death of the Imaum of Muscat.

LONDON, Feb. 11.—It has been ascertained that the Imaum of Muscat was slain in the recent battle, and will probably be succeeded by Synd Torkes, who was victorious over him.

Travel to Paris.

The routes to Paris are all open, and travel has been restored.

Last Night's Quotations.

LONDON, Feb. 10—4·30 P. M.—Consols 92 for both money and account; American securities quiet and steady; bonds of 1862, 90½; of 1865, old, 90¾; of 1867, 89¼; 10-40s, 87, ex-dividend; Erie, 18¼; Illinois Central declining, sales at 108½; Great Western, 28½.

LONDON, Feb. 10—4·30 P. M.—Calcutta linseed, 60s. 9d.@61s.; Sperm oil, 83@84s.; Common rosin, 6s. 9d.

LIVERPOOL, Feb. 10—4·30 P. M.—Cotton flat and irregular; middling uplands, 7⅜d.; middling Orleans, 7⅝d. Sales 8000 bales, including for export and speculation 1000 bales; the stock of cotton at sea is 513,000 bales, of which 398,000 are American; sales of cotton on a ship named from New Orleans in February 7⅜d. for middling Orleans.

Advices from Manchester are less favorable and cause dullness in the cotton market here.

New Red Western spring wheat, 10s.; 8d.@10d. to 11d. for the highest grades of No. 1 to the lowest grades of No. 2. Breadstuffs are quiet; bacon 51s. for Cumberland cut and 52s. 6d. for short ribbed middles.

This Morning's Quotations.

LONDON, Feb. 11—11·30 A. M.—Consols opened at 92⅛ for both money and account. American securities are firm. United States 5-20s of 1862, 90¾; of 1865, old, 90¾; of 1867, 89¼; 10-40s, 87, ex-dividend. Erie Railroad, 18¾; Illinois Central, 109; Great Western, 28¼.

LIVERPOOL, Feb. 11—11·30 A. M.—Cotton opens steady; middling uplands, 7⅜d.; middling Orleans, 7⅝d. The sales to-day are estimated at 10,000 bales. New corn is quoted at 35s. 9d.; peas, 42s. Spirits Petroleum, 1s. 6d.

FROM THE ISTHMUS.

The Atrato Ship Canal Route.

NEW YORK, Feb. 11.—The marine reporter of the Associated Press at Aspinwall writes under date February 2:—You will no doubt see some glowing accounts by this steamer of Commander Selfridge having found a place for the ocean ship canal from the Atlantic to the Pacific. Only one of his men got across to the Gulf of San Miguel over the old route of Lieut. Strain's expedition, some years ago, by the Atrato river. Selfridge found the pass 300 feet high at the lowest elevation. The distance across, as measured on the chart, is 130 miles, most of which is very low swamp land. The distance from the Atlantic to the Pacific by the route of the Panama Railroad is 37 miles, and the summit only 264 feet above the sea.

FROM THE STATE.

The Coal Strike.

TAMAQUA, Feb. 11.—At the last meeting of the Workingmen's Benevolent Association the question of resuming work was brought up. After considerable discussion and amendments being offered and withdrawn, it was decided, on motion of W. H. Williams, that all the counties shall resume work on the 15th of February, 1871. The yeas and nays were called for, and were as follows:—26 to resume work and 5 not to resume.

FROM NEW YORK.

The French Relief Fund.

NEW YORK, Feb. 11.—The amount contributed up to this morning to the French Relief Committee through the Chamber of Commerce Committee is $30,000; through the Produce Exchange Committee, $13,170; through the Brokers' Committee, $5000. The treasurer expects $100,000 to be contributed by this city.

FROM CUBA.

Change in the Rebel Government—A Dictator Appointed.

HAVANA, Feb. 10.—The rivalry that has so long existed between Cespedes and Ygnacio Agramonte has at last culminated in the usurpation of the Dictatorship by Agramontse, Bembeta assuming command of the Cuban or insurgent forces that still remain in the field. Cespedes has been frequently charged with want of executive ability, and Agramonte openly challenged him six months ago because of the feuds that existed between them.

The military operations under Captain-General Valmaseda's orders commenced on the 24th of January; since that time six hundred and sixty rebels have surrendered in the district of Colen, two hundred of them being able to carry arms; two thousand in the Cinco Villas district, mostly women and children; two hundred in the eastern department; one thousand three hundred in the central department. Among those who have surrendered from the central department are the Chief Andres Dominguez, four officers and seventy-two men; Miguel Montejo, Ygnacio Quesada, Benjimen Princelles, Alfonzo Primelles, and Joaquin Mola.

According to accounts received by Government the rebels have lost in various engagements one hundred and forty-three killed, while the Spanish loss has only been eleven killed and twenty-three wounded.

New York Money and Stock Market.

NEW YORK, Feb. 11.—Stocks steady. Money easy at 4@5 per cent. Gold, 111¾. 5-20s, 1862, coupon, 112⅞; do. 1864, do., 111¾; do. 1865, do. 111⅞; do. 1865, new, 110¾; do. 1867, 110⅞; do. 1868, 111⅛; 10-40s, 110⅜; Virginia 6s, new, 61⅛; Missouri 6s, 90½; Canton Co. 74½; Cumberland preferred, 28; New York Central and Hudson River, 94½; Erie, 23; Reading, 98⅝; Adams Express, 67½; Michigan Central, 117¾; Michigan Southern, 94¾; Illinois Central, 133½; Cleveland and Pittsburg, 104½; Chicago and Rock Island, 106⅝; Pittsburg and Fort Wayne, 95; Western Union Telegraph, 46.

New York Produce Market.

NEW YORK, Feb. 11.—Cotton quiet; sales 1500 bales; uplands, 15⅛c.; Orleans, 15⅜c. Flour firmer and advanced 5@10c.; sales 16,000 barrels State, $6·25@7·45; Ohio, $6·95@7·60; Western, $6·25@7·85; Southern, $7@8·75. Wheat firmer; sales 46,000 bushels new Spring, $1·53@1·56; Winter red and amber Western, $1·49@1·61. Corn a shade firmer; sales 43,000 bush new mixed Western at 84½@85½c. Oats firmer; sales 21,000 bushels Ohio at 65@68c. Beef steady. Pork quiet. Lard unchanged. Whisky quiet at 94c.

IMPORTANT DECISION.

Recovery of Money Lost in Gambling.

In the case of Gardner S. Chapin against Moses W. Dake, in the Illinois Supreme Court, an appeal from the Superior Court, an important decision has been rendered, putting a construction on the gaming act of that State. As to the main question in the case, the decision of the court below was sustained. The case is sent back on account of error in the decree specifying the amount to be refunded, under a gaming contract, and in the allowance of certain solicitors' fees. The facts are as follows:—

A bill in chancery was filed by Moses W. Dake to have two certain drafts for $1000 each, drawn by the Fifth National Bank of Chicago upon the Ninth National Bank of New York, payable to the order of Dake at sight, by him endorsed, and in the hands of Chapin & Gore, delivered to Dake and the endorsement cancelled, and to enjoin the payment of the same to Chapin & Gore, on the alleged ground that the drafts were lost by Dake at gambling, and subsequently came into the hands of Chapin & Gore as endorsers.

It appears that Dake staked one of the drafts, after endorsing it, and lost it playing faro, and that it was delivered to one Donaldson, who was in some way concerned in receiving the proceeds of the faro bank; that Dake then staked the other draft, lost $500, delivered the draft, endorsed by him, in payment of his loss, and received from the dealer $500 in currency in change.

The first section of the gaming act declares that all promises, notes, bills, contracts, or other securities, made upon any gambling consideration shall be void and of no effect. The second section enables the loser to recover by action at law from the winner any money or valuable thing, or its value, lost at play amounting to the sum of $10. The third section provides that all notes, bills, promises, agreements, and other acts executed contrary to the provisions of the act may be set aside by any court of equity, etc., and the fourth section provides that no assignment or other security, etc., as aforesaid, shall in any manner affect the defense of the person entering into or executing the same or the remedies of any person interested therein.

A VICTIM OF THE WAR.

The Old Legitimists of France.

The Duc de Luynes, who was lately killed before Orleans, might almost be regarded as head of the remnant of French noblesse of the ancient *regime*. He was quite a young man at the time of his death, and had but recently succeeded to the family estates.

His father lived in the fashion of his ancestors, so far as pomp and style were concerned. He had a splendid residence near Paris, a grand chateau in the country, and a retinue such as his predecessors had in the reign of Louis XV.

In Brussels lately, says a correspondent, I met an elderly French gentleman who had lived on terms of intimacy with the late Duke of Luynes and other noblemen of his type and class. He gave me some interesting particulars about them. Though formerly very much attached to them, this friend could not conceal from himself that what was said of their former chiefs held true of them, and that they really "had learned nothing and forgotten nothing." They seemed intellectually full a hundred years behindhand: and their inability to recognize the inevitable alterations effected in political and social life by the flight of time was quite inexplicable. The young men lead a very idle life, spurn trade, and would of course take no part in politics under the empire, "their only labor was to kill time" by amusement. The centre of France is the part of the country where this class of Frenchmen have of late years mostly congregated. Many of them are very wealthy and as their marriages are almost entirely *mariages de convenance*, money is kept in certain families by these unions. My friend considered that as wealthy Frenchmen go this was not a profligate class, and in many cases they are very devout. While detesting the empire, they hate a republic even more. In the defense of France they have, however, rallied almost to a man. The Duke of Luynes fell on the anniversary of his wedding, leaving a young family.

—The war steamers of the late Venezuelan Government, lying at Puerto Cabello, have been surrendered to Guzman. Business at Caracas is improving.

FINANCE AND COMMERCE.

EVENING TELEGRAPH OFFICE,
Saturday, Feb. 11, 1871.

The Money markets along the Eastern seaboard appear to be in a very healthy condition as to the supply of funds available for the transaction of general business, and this feature, if it should continue for two weeks longer, will have a large influence on the future prospect of the spring trade. The supply of currency here is largely in excess of present wants, and an expansion of loans can well be made without encroaching on the legal reserves. The demand on call to-day is quite active and easy, with rates substantially unchanged. Discounts are a little more active, and rates are steady at 6@8 per cent., the latter figure at the bank counters only.

Gold is comparatively active and stronger, with sales ranging between 111¾@112.

Government bonds are in demand at a further advance.

Stocks were active and strong at quotations. State 6s, second series, sold at 105⅝, and third series at 107. New city 6s changed hands at 101⅝ and old do. at 101¼.

Reading Railroad sold at 49⅛; Pennsylvania at 60¾; Catawissa preferred at 38¾@39; Camden and Amboy at 116½; Lehigh Valley at 60⅛; Elmira preferred at 40; and Minehill at 52.

Canals were in demand. Sales of Lehigh at 34⅝@34⅞.

Chesnut and Walnut Streets Railroad sold at 46 and Hestonville do. at 16½.

PHILADELPHIA STOCK EXCHANGE SALES.
Reported by De Haven & Bro., No. 40 S. Third street

FIRST BOARD.

$500	City 6s, New	101¼	820 sh	Reading R...	49⅛
$15200	do.........	101⅝	700	do.........	49⅛
$5000	do.........	101⅝	1200	do.....b30.	49⅛
$5000	do.........	101⅝	300	do.... s30.	49⅛
$200	do. prior to '62	102	200	do.........	49⅛
$1000	do. prior to '62.	102	10 sh	Penna R.....	60¾
$1000	Pa R reg m bs.	98½	8	do.........	60¾
$2000	Pa & N Y C 7s	92½	45 sh	Minehill R...	52
$2000	N Pa 7s......	95½	100 sh	Cata Pref...	38¾
$2000	Leh 6s, '84....	84	300	do....b60.	39⅛
5 sh	Lit Sch R.....	43¾	100 sh	Leh V R..2d.	60¾

MESSRS. DE HAVEN & BROTHER, No. 40 S. Third street, Philadelphia, report the following quotations:—U. S. 6s of 1881, 113¾@114¼; do. 1862, 112¼@112½; do. 1864, 111½@111¾; do. 1865, 111½@111⅝; do. 1865, new, 110@110¼; do. 1867, do. 110⅛@110⅜; do. 1868, do. 110⅛@110⅜; 10-40s, 110⅛@110⅜. U. S. 30 Year 6 per cent. Currency, 112⅜@112⅝; Gold, 111¾@112; Silver, 106½@108; Union Pacific Railroad 1st Mort. Bonds, 795@810; Central Pacific Railroad, 930@940; Union Pacific Land Grant Bonds, 695@710.

MESSRS. WILLIAM PAINTER & CO., No. 36 S. Third street, report the following quotations:—U. S. 6s of 1881s, 114⅛@114⅜; 5-20s of 1862, 112⅜@112½; do. 1864, 111½@111¾; do. 1865, 111½@111⅝; do., July, 1865, 110⅛@110⅜; do., July, 1867, 110⅛@110⅜; do. July 1868, 110⅛@110⅜; 5s 10-40, 110⅛@110⅜. Gold, 111⅝@111¾. U. S. Pacific R. R. Cur'cy 6s, 112½@112¾.

Philadelphia Trade Report.

SATURDAY, Feb. 11.—Bark—In the absence of sales we quote No. 1 Quercitron at $30 per ton.

Seeds—Cloverseed is scarce and in fair demand at 11@11½c. ℔ pound. Timothy may be quoted at $6·25 and Flaxseed at $2·10.

The Flour market is very quiet, but prices are well sustained. The demand is mostly from the home consumers, whose purchases foot up 700 barrels, including superfine at $5·50; extras at $5·75@6·25; Wisconsin and Minnesota extra family at $6·75@7·75; Pennsylvania do. do. at $6·25@7; Indiana, Illinois, and Ohio do. do. at $7·25@8, and St Louis do. do. at $7·75@8. Rye Flour may be quoted at $5·75@6. In Corn Meal no sales were reported.

There is very little activity in the Wheat market, and prices favor buyers. Sales of Indiana red at $1·60; Iowa at $1·55; 1000 bushels Ohio amber at $1·60; 800 bushels Indiana white at $1·82. Rye sells at $1 for Western. Corn is quiet at former rates. Sales of yellow at 78@79c. and 2500 bushels Western mixed at 77c. Oats are firmly held. Sales of Western and Pennsylvania at 60@62c.

In Barley and Malt no sales were reported.

Whisky is in limited request. We quote Western iron-bound at 94c.

LATEST SHIPPING INTELLIGENCE.

PORT OF PHILADELPHIA.......FEBRUARY 11

STATE OF THERMOMETER AT THE EVENING TELEGRAPH OFFICE.

8 A. M.........30 | 11 A. M.........37 | 2 P. M.........40

SUN RISES........... 6·58 MOON SETS.............. ..
SUN SETS........... 5·31 HIGH WATER........ 5·59

(*By Cable.*)

LIVERPOOL, Feb. 10.—Arrived, ship General Skolfield, from Savannah, with 3996 bales of cotton; ship Peruvian, from Savannah, with 3500 bales; bark Douglass Castle, from Savannah, with 2011 bales.

LIVERPOOL, Feb. 11.—Arrived, 10th, steamship City of London, from New York, with 1254 bales of cotton. 11th, steamship Russia, from New York, with 1025 bales; and bark Sarah B. Cann, from Savannah Jan. 10, with 2187 bales. Total, 4476 bales.

QUEENSTOWN, Feb. 10.—Steamship Russia, from New York, touched at this port to-day.

LONDON, Feb. 10.—Steamship Deutschland, from New York, arrived out yesterday.

(*By Telegraph.*)

NEW YORK, Feb. 11.—Arrived, steamships Caledonia, from Glasgow, and Henry Chauncey, from Aspinwall.

FORTRESS MONROE, Va., Feb. 11.—Arrived, brig Lindheim, from Rio for orders.

In the Roads, brigs Canada and Virginia Dare, bound out. Wind N. E.

CLEARED THIS MORNING.

Steamer James S. Green, Vance, Richmond and Norfolk, W. P. Clyde & Co.

Steamer G. H. Stout, Ford, Washington, D. C., W. P. Clyde & Co.

ARRIVED THIS MORNING.

Steamer W. Woodward, Young, 13 hours fm Baltimore, with mdse. and passengers to A. Groves, Jr.

MEMORANDA.

Steamer Panther, Mills, hence, at New Orleans 9th inst.

Steamer Achilles, Colburn, for Philadelphia, sailed from Portland this morning.

Steamer Rattlesnake, Winnett, for Philadelphia, sailed from New York 6 P. M. yesterday.

SPIRIT OF THE PRESS.

Editorial Opinions of the Leading Journals upon Current Topics—Compiled Every Day for the Evening Telegraph.

ENGLAND AND THE UNITED STATES.

From the N. Y. Herald.

We live in an age of the grandest events among the nations and of the strangest political coincidences On Thursday, for example, while the cannon in front of the City Hall, within a stone's throw of the *Herald* office, were thundering their warlike welcome to the great passing Fenian procession, we were receiving despatches from London and from Washington, the whole purport of which is a new *entente cordiale* between England and the United States. It struck us as a most extraordinary concurrence of events, that while hearing this warlike thunder of the Fenian cannon we should be reading these lightning despatches from the foggy Thames and the frozen Potomac—from President Grant and Queen Victoria. "Let us have peace!" And while looking out upon this Fenian pageant, and recognizing in its political and military forces an argument the most powerful with England in behalf of peace with this country, it appeared to us that this imposing Irish parade was involuntarily celebrating the inauguration of a new epoch of progress, peace, prosperity, and happiness to "the three kingdoms" and "the great republic" and to all their people.

The Queen's speech to the two houses of the British Parliament gives us, in a few brief sentences, the inauguration of this new historical era. She says that "at different times several questions of importance have arisen, which are not yet adjusted, and which materially affect the relations between the United States and the territories and people of British North America." She next submits that one of these questions (the fisheries) "calls particularly for an early settlement, lest the possible indiscretions of individuals should impair the neighborly understanding which is on all grounds so desirable to cherish and maintain." In plainer terms, she would say:—"You must look out, gentlemen, for a settlement of those North American fishery troubles. General Ben Butler has been making some mischievous speeches to the Yankee fishermen at Cape Cod, and he seems to be backed up by General Grant. Those Yankee fishermen will be apt to take the hint, and they may get up a fight, and get the Fenians on the Canadian border again before we are ready for them, if they are not at once attended to." Viewing the matter in this light, the Queen next says that she has, through a friendly correspondence with Gen. Grant, suggested the appointment of a joint commission, and has agreed to a proposal from the President to enlarge the powers of this joint commission, so that it shall embrace the Alabama claims "and all claims for compensation which have been or may be made by each Government or by its citizens upon the other."

This is all we have in the Queen's speech on the subject; but what she has omitted touching this joint commission is supplied us in the correspondence between her Minister at Washington, Sir Edward Thornton, and Mr. Fish, our Secretary of State. Minister Thornton says he is directed by Lord Granville to propose a "joint high commission," of members to be named by each Government; that it shall hold its sessions in Washington, and that its business shall be to consider and "discuss the mode of settling the different questions which have arisen out of the fisheries" and other matters (such as the St. Lawrence navigation question) affecting the relations of the United States with the New Dominion. Mr. Fish, in reply, writes he is instructed by the President to say that "he shared with her Majesty's Government the appreciation of the importance of a friendly and complete understanding between the two governments" on the subjects suggested, "and fully recognizes the friendly spirit which has prompted the proposal." But the President thinks the commission on the limitations proposed would fail to secure a perfect understanding of peace. He, therefore, proposes to turn over to this "joint High Commission" the Alabama claims, and if met upon this ground, the appointment of the commissioners for the United States will be made, and he thus hopes for "a just and amicable arrangement of all the questions which now unfortunately stand in the way of an entire and abiding friendship between the two nations."

This proposition being accepted, the President has nominated Secretary Fish, General Schenck, Justice Nelson, of the Supreme Court of the United States, Mr. Hoar, late Attorney-General, and Senator Williams, of Oregon, to this "joint high commission" on the part of the United States. From the other side we hear that Earl de Grey and Ripon has been appointed, and that Minister Thornton will be next in order; and we learn that Sir John Rose, Sir John A. Macdonald, Professor Montague Bernard, with Lord Tenterden as Secretary, have been also designated. The members on the part of our Government are perfectly satisfactory. Mr. Fish is pacific and conservative. General Schenck is progressive, and has something of the bold Western theory of American rights; but he is an old diplomat and he is not unreasonable. Justice Nelson brings with him the coolness, carefulness, and legal precision of the Supreme Court. Mr. Hoar, of Massachusetts, may be relied upon in behalf of our fishermen's rights, and Senator Williams, of Oregon, is fully conversant with the rights, claims, and interests of our people on the borders of British Columbia and Puget's Sound.

The British commissioners, it is reported, sailed for New York yesterday. We are, therefore, disposed to consider all the existing differences between the two countries, upon the various questions to be settled, as virtually adjusted in the appointment of this "joint high commission." They seem to have in England a very erroneous impression of the belligerent proclivities of General Schenck, and in some apprehension from his appointment as our Minister to London, Lord Granville may have conceived the grand idea of this joint commission. We know that while General Schenck, in this city, has been awaiting his final instructions, his contemplated voyage to England has been superseded by this new and comprehensive arrangement.

England is evidently resolved upon peace and the closest relations of friendship with the United States. For the last twenty years or so she has been a power on the European Continent only through her *entente cordiale* with France. Now the prostration of France and the newly risen and portentous power of the German empire to England makes a close alliance with the United States a necessity, looking to future contingencies. The bulk of the vast trade, meantime, between Europe and America is between England and the United States. Upon this trade now hangs the British constitution. War for six months between John Bull and Brother Jonathan would precipitate a French revolution in England and in Ireland. As it is, the masses of the British people are pushing for American institutions, and there is no escape for the British aristocracy except through the closest relations of harmony with the United States. Yet again, her Majesty's North American territories, under the New Dominion, stretching alongside our own from the Atlantic to the Pacific Ocean, are evidently intended as a future important British balance of power on this continent. But this balance can be established only through the consent of the United States, and to secure this consent the equivalents of the happiest accord between the two nations must be established.

This "joint high commission" at Washington on American affairs may be ranked with a conference of all the great powers on European affairs. Anticipating a complete settlement of all the difficulties pending between the two countries in this Washington Conference, as in our northeastern and northwestern boundary treaties, we may mark it as the opening of a new career to England and to the United States. In a generous rivalry they will only fight for the commercial supremacy of the seas; and the United States, England, and Russia, by land and sea, will have work enough before them in developing their vast domains, which sweep around the northern circuit of the globe. Germany will regulate the European continent in behalf of peace. The United States, under the new compact of peace and amity with England, will hold Russia on the seas and in China to terms of peace. At the same time, step by step, we may look for a revolution in Great Britain and Ireland, which will only end in breaking up the feudal system and in making the land open to all the people as we have it here. Gladstone and the English Liberals are moving, though cautiously, in this direction; but the most important movement they have yet conceived for the peaceful liberation of the British empire and its people from their feudal system is that of this "joint high commission" looking to the settlement of all existing disputes, and to a complete and comprehensive *entente cordiale* with the United States. The Anglo-Rebel pirate Alabama thus comes in as a great peacemaker. And what does this hitherto ominous word Alabama signify? It means "Here we rest."

"MR. SUMNER'S ATTITUDE IN OUR BRITISH QUARREL."

From the N. Y. World.

A contradiction by Mr. Sumner, which appears in the *Tribune*, of the statement made in the *Evening Post* that he insists inflexibly on atonement by England for the Queen's proclamation of neutrality as a distinct grievance, will be received with general pleasure. The denial is in these words:—

> "Mr. Sumner says there is no ground for the statement, editorially made by a New York journal, that he stands in the way of a settlement with England, urging that no arbitration can be complete which does not include the question of the premature recognition of belligerent rights."

The speech of the eminent Senator in opposition to the Johnson-Clarendon convention was made nearly two years ago—a period long enough, amid the dizzy activities of our times, to efface its precise terms from the best memories. And now, as Mr. Webster said, in the opening of his reply to Hayne, of the mariner who has been drifting at sea in bad weather without taking observations of the sun, especially does it become us, as the sky begins to clear, to look backward to see what were the objections made to this treaty. Mr. Sumner's chief complaint was the fact that it was modelled on the treaty of 1853, which was solely for individual claims, whereas the existing unsettled British differences concerned, in addition, national grievances. He asserted that the convention negotiated by Mr. Reverdy Johnson contained no settlement of what the Senator called the "real question," which was the injury to our nation. For this he insisted "there is not one word of regret or even recognition," and no affirmation of a rule of international duty in such cases. Everything was left, as in an umpirage of private claims, to a constituted commission empowered to choose an arbitrator in the event of a failure to agree, such arbitrator to be determined "by lot" out of two persons named by each side. Such was the gist of his objections. He, to be sure, expressed at much length his view of what he characterized as the "true ground of complaint" and of the bad concession of belligerency. He also developed a very absurd theory as to the true rule to govern in assessing damages; but the pivot of his speech was the silence of the treaty in respect to national as distinguished from private claims.

So much for Mr. Sumner.

President Grant, in his instructions to Mr. Motley of May 15, 1869, directed Mr. Fish to say:—

> "The Government, in rejecting the recent convention, abandons neither its own claims nor those of its citizens."

This is distinct recognition of two classes of claims.

The instructions continue:—

> "The terms of the convention, having by accident become known to the public in this country before the action upon it by the Senate, were disapproved by the people with an approach to unanimity that foreshadowed, possibly, even a less favorable vote on the question of ratification than was actually given.
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> * * * * * * * *
>
> "The President believes the rejection of the Convention to have been in the interest of peace, and in the direction of a more perfect and cordial friendship between the two countries; and in this belief he fully approved the action of the Senate."

It is the popular impression, shared evidently by the *Evening Post*, that Mr. Sumner had and has very extreme opinions as to recognition of belligerence, and that there was great disagreement on the point between him and Mr. Fish. The views of the latter were expressed to Motley in May, 1869, thus:

> "The President recognizes the right of every power, when a civil conflict has arisen within another State, and has attained a sufficient complexity, magnitude, and completeness, to define its own relations and those of its citizens and subjects toward the parties to the conflict, so far as their rights and interest are necessarily affected by the conflict. The necessity and propriety of the original concession of belligerency by Great Britian at the time it was made have been contested, and are not admitted. They certainly are questionable, but the President regards that concession as a part of the case only so far as it shows the beginning and the animus of that course of conduct which resulted so disastrously to the United States. It is important in that it foreshadows subsequent events."

And in September of that year they were repeated in this form:—

> "The President does not deny, on the contrary, he maintains, that every sovereign power decides for itself, on its responsibility, the question whether or not at a given time to accord the status of belligerency as to the insurgent subjects of another power, as also the larger question of the independence of such subjects, and their accession to the family of sovereign States. But the rightfulness of such an act depends on the occasion and the circumstances, and it is an act like the sovereign act of war, which the morality of the public law and practice requires should be deliberate, reasonable, and just, in reference to surrounding facts—national belligerency indeed, like national independence, being but an existing fact, officially recognized as such, without which such a declaration is only the indirect manifestation of a particular line of policy."

It was understood at the time that these sound propositions had Mr. Sumner's full assent. Their application is announced by Mr. Fish in his recent Motley letter, wherein he says the latter was told to place our grievance "not so much upon her issuance of the recognition of the insurgents' state of war as upon her conduct under and subsequent to such recognition." We take it that Mr. Fish and Mr Sumner now agree that the true use of the Queen's proclamation is, in case of fair doubt as to the negligence or degree of diligence on the part of the ministry in arresting any of the cruisers, to turn the scale in our favor by the evidence of hostile animus which it furnishes. And the whole world will agree that the proclamation ought, as a matter of courtesy, to have been postponed till after Mr. Adams' arrival in London, and that Earl Russell was wanting in international comity, if not justice, by failing to make the delay.

As to Mr. Sumner's complaint that the treaty contained no recognition on the part of Great Britain of a rule of international duty in such cases, the ground for it is nearly all removed by her neutrality legislation of 1870.

In the speech to which we refer the distinguished Senator started out with the proposition that we "seek *justice* as the foundation of a good understanding with Great Britain." In that the whole country is on his side. As the Northern and Southern States of this Union cannot be safely or beneficently administered by the Federal Government on the principle of hate or spite of one section for or against the other, no more can such emotions conduce to good results between independent nations with commercial contact. With substantial justice, banishing all ground for complaint, the contradiction in the *Tribune* to which we have referred makes us hope Mr. Sumner will be content, and will assent to honorable means of ascertaining what justice is on the points whereon this country is fairly in doubt. As to the damages inflicted by one of the cruisers, the Alabama, we have, upon the facts before us, a well-defined opinion that Great Britain ought not to resist immediate atonement and payment, and that it is not a case for arbitration. The claim for damage by the other cruisers rests on a different basis of facts.

A RAILWAY SIGNAL SYSTEM.

From the N. Y. Times.

While we may feel disposed to go to the furthest verge of charity in ascribing to "accident" the sad disaster on the Hudson River Railroad, we must ask to be excused from speaking or thinking of it as an occurrence entirely unavoidable. One of the evening papers says, with an entire disregard of fact, that "no human foresight" could have prevented this calamity. In Germany or France it is the simple truth to affirm that no such "accident" could have happened. Axles may break and car-wheels give way, but collisions never take place. A single train may come to wreck, by reason of some untoward event whose nature may be of the really unavoidable sort; but the horrors of the scene will never be intensified by the destruction of other onrushing trains. The process of prevention is one of almost primitive simplicity. A signal system, of easy arrangement, but of complete efficiency, is in operation on every mile of the track by day and night. Men are permanently stationed along the entire road at short distances, having huts in which they live, and patches of ground to cultivate. It is their business to keep watch within sight of each other. During the day they signal with flags the passage of every train, and at night perform the same service by means of colored lights. In foggy weather the signals are made with horns. It is no affair of theirs whether a train is running on time or otherwise; all they have to do is to pass along the signal that a train has started and is on its way. The men being placed thus within sight of one another, a signal given just as the train starts is passed along with a rapidity that outruns the train, and reaches the next station in time to be of use.

The code of signals is, of course, so arranged as to meet emergencies which may arise at any point. If a train is off the track or delayed by some breakage, or if the road-bed or bridges get out of order, this flag or lantern telegraph summons help, warns of danger, and stops all approaching trains. The entire efficiency of the system has been thoroughly demonstrated during years of use. In practice it has been found that an unbroken current of signals can be transmitted with a speed greater than that of the swiftest locomotive, and next only to that of electricity. It is a simple question of sharp sight and quick motion on the part of men who have no other work to perform. It is idle to tell us that a train behind time, as was the Pacific express on that eventful Monday night, could not have been warned by even so simple a means as this of the destruction that lay in its path. And, therefore, we refuse to place the terrible disaster in the category of unavoidable occurrences which "no human foresight" could guard against.

No railway management is to be held guiltless while omitting, or on any pretext refusing, to adopt precautionary measures of ascertained value. It is, indeed, the duty of men having control of these corporations to make such precautions the first and most constant subject of study. There is no reason why we should not have in the United States quite as secure a signal service on railways as in France and Germany. This is a matter in which we cannot afford to be behind the times.

FUNDING THE DEBT.

From the N. Y. Tribune.

At last—much later than we had hoped—the Secretary of the Treasury gives notice that he will attempt to fund the bulk of the national debt in bonds bearing lower rates of interest, so as to reduce the burden of that debt. If fifteen hundred millions of the five-twenties can be funded even at five per cent., the debt will be lessened by the sum of fifteen millions per annum; if all the bonds advertised by the Secretary should be taken at par on his terms, the saving to the American people would be rather more than twenty-five millions per annum. Let us all do our best, therefore, to promote and secure the funding of the debt.

Other governments, as well as many companies, seek to borrow money in excess of their present liabilities: not so the Government of the United States. It seeks to borrow the means of paying what it now owes, and for no other purpose. If the fifteen hundred millions it wants should all be subscribed forthwith, there would not be one dollar more of its promises afloat thereafter than there are now. Every dollar subscribed to these new loans will cancel and extinguish a dollar of outstanding debt. The money market, whether of this country or of the world, will be nowise disturbed or straitened by the success of these loans.

On the 6th of March, when the books for subscription are to be opened, it is hoped that peace between Germany and France will have been restored. The cloud of war which hung over the Black Sea will have been effectually dispelled. The misunderstandings between our country and Great Britain seem on the eve of settlement. We see no reason, therefore, to doubt that the 6th of next month will be a favorable time to attempt the funding of the debt.

Should the effort result in failure, the sole cause of that failure will be the dilapidated condition of our currency. The Secretary exacts payment for his new bonds either in outstanding bonds of the Government or in coin. We apprehend that this precludes subscriptions from the great body of the American people. We would gladly appeal to those who have a few hundreds or thousands in a savings bank to withdraw it and invest it in the new bonds; but they would receive it in greenbacks or national bank notes, which they would have to sell at 10 or 12 per cent. discount in order to procure specie wherewith to pay their subscriptions; and this, we judge, most of them will hesitate to do. If the effort to fund fails, the disparity between coin and currency must bear the blame. And then we must all work the harder to appreciate our greenbacks to a par with gold.

The rates of interest offered by the Government are sufficient. To an unprejudiced judgment, these bonds are a better investment than were those issued during the war, when it was doubtful that the Union would be restored. Those who then lent their means to sustain the Government have ever since been the objects of Copperhead envy and hate, because their venture proved a success. Now let those, without distinction of party, who want a safe and good investment, subscribe to the new loans. If the rates of interest seem moderate, remember the complete exemption from Federal, State, and local taxation; bear in mind that you can borrow on these securities as you can on no other, and resolve to have one security that is safe beyond contingency.

FINANCIAL.

Wilmington and Reading
RAILROAD
SEVEN PER CENT. BONDS
Free of Taxes.

We are offering $200,000 of the Second Mortgage Bonds of this Company
AT 82½ AND ACCRUED INTEREST.

For the convenience of investors these Bonds are issued in denominations of
$1000s, $500s, and $100s.

The money is required for the purchase of additional Rolling Stock and the full equipment of the Road.

The road is now finished, and doing a business largely in excess of the anticipations of its officers.

The trade offering necessitates a large additional outlay for rolling stock, to afford full facilities for its prompt transaction, the present rolling stock not being sufficient to accommodate the trade.

WM. PAINTER & CO.,
BANKERS,
No. 36 South THIRD Street,
55 PHILADELPHIA.

SPECIAL NOTICE TO INVESTORS.
A Choice Security.

We are now able to supply a limited amount of the
Catawissa Railroad Company's
7 PER CENT.
CONVERTIBLE MORTGAGE BONDS,
FREE OF STATE AND UNITED STATES TAX.

They are issued for the sole purpose of building the extension from MILTON TO WILLIAMSPORT, a distance of 30 *miles*, and *are secured by a lien on the entire road of nearly* 100 *miles*, fully equipped and doing a flourishing business.

When it is considered that the entire indebtedness of the Company will be less than $16,000 per mile, leaving out their *Valuable Coal Property of* 1300 *acres*, it will be seen at once what an unusual amount of security is attached to these bonds, and they therefore must commend themselves to the most prudent investors. An additional advantage is, that they can be converted, at the option of the holder, after 15 years, into the Preferred Stock, at par.

They are registered Coupon Bonds (a great safeguard), issued in sums of $500 and $1000. Interest payable February and August.

Price 92½ and accrued interest, leaving a good margin for advance.

For further information, apply to

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DUNN BROTHERS,
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Dealers in Mercantile Paper, Collateral Loans, Government Securities, and Gold.

Draw Bills of Exchange on the Union Bank of London, and issue travellers' letters of credit through Messrs. BOWLES BROS & CO., available in all the cities of Europe.

Make Collections on all points.

Execute orders for Bonds and Stocks at Board of Brokers.

Allow interest on Deposits, subject to check at sight. 12

FOR SALE,
Six Per Cent. Loan of the City of Williamsport, Pennsylvania,
Free of all Taxes,
At 85 and Accrued Interest.

These Bonds are made absolutely secure by act of Legislature compelling the city to levy sufficient tax to pay interest and principal.

P. S. PETERSON & CO.,
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Formerly Smith Randolph & Co. Phila & N.Y.
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FINANCIAL.

A RELIABLE
Safe Home Investment

THE
Sunbury and Lewistown Railroad Company
7 PER CENT. GOLD
First Mortgage Bonds.
Interest Payable April and October, Free of State and United States Taxes.

We are now offering the balance of the loan of $1,200,000, which is secured by a first and only lien on the entire property and franchises of the Company,

At 90 and the Accrued Interest Added.

The Road is now rapidly approaching completion, with a large trade in COAL, IRON, and LUMBER, in addition to the passenger travel awaiting the opening of this greatly needed enterprise. The local trade alone is sufficiently large to sustain the Road. We have no hesitation in recommending the Bonds as a CHEAP, RELIABLE, and SAFE INVESTMENT.

For pamphlets, with map, and full information, apply to

WM. PAINTER & CO.,
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BANKERS
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Special attention given to the Purchase and Sale of Bonds and Stocks on Commission, at the Board of Brokers in this and other cities.

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COLLECTIONS MADE ON ALL POINTS.
GOLD AND SILVER BOUGHT AND SOLD.

In connection with our London House we are now prepared to transact a general

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Including Purchase and Sale of Sterling Bills, and the issue of Commercial Credits and Travellers' Circular Letters, available in any part of the world, and are thus enabled to receive GOLD ON DEPOSIT, and to allow four per cent. interest in currency thereon.

Having direct telegraphic communication with both our New York and Washington Offices, we can offer superior facilities to our customers.

RELIABLE RAILROAD BONDS FOR INVESTMENT.

Pamphlets and full information given at our office,
2 2 3mrp No. 114 S. THIRD Street, Philada.

WE OFFER FOR SALE, AT PAR
THE NEW MASONIC
TEMPLE LOAN,
Bearing 7 3-10 interest,
Redeemable after five (5) and within twenty-one (21) years.
Interest Payable March and September.

The Bonds are registered, and will be issued in sums to suit.

DE HAVEN & BRO.,
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Stocks bought and sold on commission. Gold and Governments bought and sold. Accounts received and interest allowed, subject to Sight Drafts.

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BANKER.
DEPOSIT ACCOUNTS RECEIVED AND INTEREST ALLOWED ON DAILY BALANCES.
ORDERS PROMPTLY EXECUTED FOR THE PURCHASE AND SALE OF ALL RELIABLE SECURITIES.
COLLECTIONS MADE EVERYWHERE.
REAL ESTATE COLLATERAL LOANS NEGOTIATED. [8 27 6m
No. 530 WALNUT St., Philada.

FINANCIAL.

TREASURY DEPARTMENT,
WASHINGTON, February 4, 1871.

PUBLIC NOTICE IS HEREBY GIVEN THAT BOOKS WILL BE OPENED ON THE
SIXTH DAY OF MARCH NEXT,
In this country and in Europe, for Subscriptions to
THE NATIONAL LOAN,

Under the Act approved July 14, 1870, entitled "An Act to authorize the Refunding of the National Debt," and the Act in amendment thereof, approved January 20, 1871.

The places at which subscriptions may be made and the names of the authorized Agents of the Government will be announced hereafter. The proposed Loan comprises three classes of Bonds, namely:—

First. Bonds to the amount of five hundred millions of dollars, payable in coin, at the pleasure of the United States, after ten years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of five per cent. per annum.

Second. Bonds to the amount of three hundred millions of dollars, payable in coin, at the pleasure of the United States, after fifteen years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four and a half per cent. per annum.

Third. Bonds to the amount of seven hundred millions of dollars, payable in coin, at the pleasure of the United States, after thirty years from the date of their issue, and bearing interest, payable quarterly in coin, at the rate of four per cent. per annum.

Subscribers to the Loan will have preference in the following order, namely:—

First. Subscribers for equal amounts of each class of bonds.

Second. Subscribers for equal amounts of bonds bearing interest at the rate of four and a half per cent., and of bonds bearing interest at the rate of five per cent.

Third. Subscribers for five per cent. bonds.

When a subscription is made the subscriber will be required to deposit two per cent. of the amount thereof, to be accounted for by the Government when the bonds are delivered; and payment may be made either in coin or in bonds of the United States known as FIVE-TWENTY BONDS, at their par value. The coin received in payment will be applied to the redemption of five-twenty bonds.

The bonds will be registered or issued with coupons, as may be desired by subscribers. Registered bonds will be issued of the denominations of $50, $100, $500, $1000, $5000, and $10,000; and coupon bonds of each denomination except the last two. The interest will be payable in the United States, at the office of the Treasurer, any Assistant Treasurer, or Designated Depositary of the Government.

The bonds of the several classes aforesaid, and the interest thereon, are exempt from the payment of all taxes or dues of the United States, as well as from taxation in any form by or under State, municipal, or local authority.

After maturity, the bonds last issued will be first redeemed, by classes and numbers, as may be designated by the Secretary of the Treasury.

GEO. S. BOUTWELL,
2 9 6t SECRETARY OF THE TREASURY.

A LEGAL INVESTMENT

Having sold a large portion of the
Pennsylvania Railroad General Mortgage Bonds,

The undersigned offer the balance for a limited period at 95 and interest added in currency.

These bonds are the cheapest investment for Trustees, Executors, and Administrators.

For further particulars, inquire of
JAY COOKE & CO.,
E. W. CLARK & CO.,
W. H. NEWBOLD, SON & AERTSEN,
C. & H. BORIE. [2 1 1m

JOHN S. RUSHTON & CO.,
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SUCCESSORS TO
P. F. KELLY & CO.,
BANKERS AND DEALERS IN
Gold, Silver, and Government Bonds
At Closest Market Rates,
N. W. Cor. THIRD and CHESNUT Sts.
Special attention given to COMMISSION ORDERS in New York and Philadelphia Stock Boards, etc. etc. 26§

CLOTHS, CASSIMERES, ETC.

CLOTH HOUSE.
JAMES & HUBER.
No. 11 North SECOND Street,
Sign of the Golden Lamb,
Are now receiving a large and splendid assortment of new styles of
FANCY CASSIMERES
And standard makes of DOESKINS, CLOTHS and COATINGS, [3 28 mwe
AT WHOLESALE AND RETAIL.

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CARSTAIRS & McCALL,
No. 126 Walnut and 21 Granite Sts
IMPORTERS OF
Brandies, Wines, Gin, Olive Oil, Etc.,
WHOLESALE DEALERS IN
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IN BOND AND TAX PAID. 28 2p§

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Manilla, Sisal and Tarred Cordage
At Lowest New York Prices and Freights.
EDWIN H. FITLER & CO.,
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4 12 12m PHILADELPHIA

JOHN S. LEE & CO., ROPE AND TWINE MANUFACTURERS,
DEALERS IN NAVAL STORES,
ANCHORS AND CHAINS,
SHIP CHANDLERY GOODS, ETC.,
Nos. 46 and 48 NORTH WHARVES. 2 8§

NEWS SUMMARY.

Foreign Affairs.

—Bismarck is again quite ill.

—Paris is represented as being quite gloomy again.

—The Prussian Diet will probably close its sessions on the 18th instant.

—The Pope intends to recognize the new Spanish dynasty at an early date.

—There has been an apportionment made of the war contributions levied upon Paris by the Parisians.

—There have been many imperialists, both of the Bonsparte and Orleans factions, elected in France.

—The duration of the armistice will probably be extended, so the Assembly may have time to perfect the work of restoration.

—Preparations are being made by the Prussians for a vigorous bombardment of Paris should France resolve on the rejection of peace.

Domestic Affairs.

—The American schooners A. H. Wonson and A. J. Franklin were yesterday condemned and forfeited to the Queen, at Halifax, for a violation of the fishing laws.

—The Legislature of Nebraska adjourned over until the 1st of March, and during the recess a committee will investigate charges that have been made against the Governor of the State.

—The anxiety on the part of the public for news of the safety of the steamer Tennessee, with the San Domingo Commission on board, is rapidly increasing, and many fear that there will never be any further tidings of the vessel.

—The Rev. Merritt Fowler, wife, and three children, who were victims of the recent dreadful accident on the Hudson River Railroad, were buried yesterday afternoon from their late residence, New London, Conn., and the services of the occasion were unusually solemn.

EXEMPT PROPERTY.

The Main Thoroughfare of Philadelphia.

The following shows the assessed value of exempt property on Broad street, with number of feet of frontage, etc.:—

Twenty-sixth Ward—Harmony Fire Company, Broad street, above Fitzwater, 36 feet, $8000; Westminster Presbyterian Church, Broad street, below Fitzwater, 81 feet, $33,000; M. E. Church, southwest corner Broad and Christian streets, 70 feet, $25,000; Baptist Church, corner Broad and Reed streets, 75 feet, $19,000; church (unfinished) corner Broad and Federal streets, 188 feet, $25,000.

Third Ward—St. Theresa Roman Catholic Church, corner Broad and Catharine streets, 127 feet, $57,500.

Seventh Ward—First Reformed Presbyterian Church, Broad street below Spruce, 64 feet, $85,000.

Seventh Ward—First United Presbyterian Church, corner Broad and Lombard streets, 91 feet, $35,000; Pennsylvania Institute for the Deaf and Dumb, corner Broad and Pine streets, 200 feet, $200,000.

Eighth Ward—Independent Presbyterian Church, Broad, below Chesnut street, 77 feet, $75,000; Academy of Natural Science, corner of Broad and Sansom streets, 50 feet, $50,000; Baptist Church, corner Broad and Spruce streets, 75 feet, $75,000.

Ninth Ward—Grand Lodge of Masons, corner Broad and Filbert streets, 150 feet, $150,000; Arch Street M. E. Church, corner Broad and Arch streets, 137 feet, $100,000.

Ninth Ward—Presbyterian Church, Broad street, above Chesnut street, 101 feet, $92,000; City of Philadelphia, northeast Penn Square, 300 feet, $160,000; southeast Penn Square, 225 feet, $160,000; northwest Penn Square, 300 feet, $160,000; southwest Penn Square, 225 feet, $160,000.

Tenth Ward—City of Philadelphia, City Armory, Broad street, below Race street, 58 feet, $25,000; First Baptist Church, corner Broad and Arch streets, 118 feet, $35,000.

Fourteenth Ward—New Jerusalem Church, corner Broad and Brandywine streets, 50 feet, $32,000; city of Philadelphia, Central High School, corner Broad and Green streets, 153 feet, $110,000; Broad Street Presbyterian Church, corner Broad and Green streets, 81 feet, $120,000; Jewish Synagogue, corner Broad and Mount Vernon streets, 102 feet, $130,000.

Fourteenth Ward—Spring Garden Institute, corner Broad and Spring Garden streets, 100 feet, $60,000.

Twentieth Ward—Memorial Baptist Church, corner Broad and Master streets, 75 feet, $40,000; Church of the Incarnation (Protestant Episcopal), corner Broad and Jefferson streets, 100 feet, $33,200; Oxford Presbyterian Church, corner Broad and Oxford streets, 99 feet, $100,000; Sisters of Mercy (Roman Catholic), Nos. 1634 and 1636 North Broad street, 48 feet, $32,500.

Twenty-eighth Ward—Monument Cemetery Company, Broad street, above Montgomery, about 450 feet, $100,000. Total frontage, 3956 feet; total assessed valuation, $2,487,200.

THE RAILWAY DISASTER.

Latest Information Gleaned—Progress of the Coroner's Investigation.

POUGHKEEPSIE, Feb. 10.—At the inquest today Daniel Carroll testified as follows:—

I reside at Old Troy, south of New Hamburg drawbridge; I am night watchman and switchman at the station; I was on watch at seventeen minutes past eleven P. M. on Monday, looking out for the up express, which was due at nine minutes past ten; I looked at the middle of the oil train and saw fire flashing among the axles; I knew it was a broken axle, and hallooed to the boys to keep out of the way; then the broken wheel hopped from the track, seventy-nine rods north of the drawbridge; I followed the engine down, trying to signal the engineer by motioning my light; seeing I could get no answer, I then ran back to the conductor in the caboose; I hallooed, "There is a wheel off the track; put on your brakes as tight as you can; "two men came out and put on the brakes; I knew the express car was overdue, and heard it coming this side of the low point; I could do nothing to stop it; there is a light kept on the drawbridge tower all winter, and men have charge of it; the light was there that night, a white light, indicating "all right," and it remained till it was burned down; men are kept there to look out for it; I was standing north of the station when the oil train passed, and when I notified the conductor of the caboose; it was a cold night; it is eighty rods from the station to the drawbridge, and eighty rods from the drawbridge to the water-tank south at Old Troy; the tower signal is used only for signalling the opening or closing of the draw; I have been night watchman at New Hamburg twenty-one years.

Cornelius Roe sworn—Was engineer of the oil train; my attention was first called to the accident on my train when I reached the trestle work on the bridge, to stop at the water tank at Old Troy; then I felt a shock; looked and saw the train was separated; I hallooed to the brakeman on the car next to the engine and said, "Don't pull no breaks on me; the rear of the train will run into me;" I then heard some one hallooing toward the rear of the train; I grabbed a red light, and did not stop to look back, as I saw the express coming, and I ran down the track; I met the flagman just above his shanty, and said, "For God's sake, put out that white light and get a red one and come with me;" the express was half a mile below me when I left my engine; I ran two hundred feet from where my engine stood to the flagman's station; we ran about forty rods below the latter when he met the express; we were signalling all the while; the express was coming at full speed; they blowed their whistle just as I got off the engine; I saw no signal from the rear of my train before I stopped, nor did my fireman; I don't think a bell cord would have rung my bell on that train; I gave one whistle for brakes, expecting to stop for water; I must have shut off when the signal was given though I did not see it; I shut off for water.

At the evening session Pearner Van Sicken testified—I saw the baggage car fall; just before that I saw a man come out on the rear platform of it; he leaped to the platform of the Buffalo car, and took hold of the knob of the door; he went in about one-quarter of the way; I mean about one-quarter of the way of the car, as I judge, when the car on the north end of it, which he went in, settled down gradually; then the whole bridge seemed to give way, that part under the south end of the car first; afterwards I saw a man pulled out in about the same place; I saw no flames about it when I went down; I was on the iceboat about a hundred feet from it; the Buffalo car was on the trestle work; the baggage car was already down; when the Buffalo car commenced to go down I hallooed to my companions, "Look at that man;" when the north end of the Buffalo car went down it appeared to go down straight; the man I saw go into the car had a cap on with a square front; it looked like the caps worn by sleeping-car conductors; the express was going rapidly and the engine was exhausting as though she was reversed with steam on.

J. M. Toucey, Superintendent of the Hudson River Road, testified in regard to the rules of the road. The only point elicited was that the use of bell ropes on the train, which the rules required, was neglected, but he thought no time was lost in signalling danger on that account.

The inquest adjourned until Thursday, February 16. Up to 11 o'clock to-night nothing new has taken place at the wreck.

WAR NEWS BY MAIL.

ENGLISH NEUTRALITY.

M. GUIZOT ON THE FRENCH SITUATION—LETTER TO MR. GLADSTONE.

In the long letter which M. Guizot has addressed to Mr. Gladstone, he holds that the "valuable principle of neutrality is capable of a much wider application than it has yet received. Why should not the two banks of the Rhine cease to be a standing menace to France and Prussia, and cease throughout a given length and breadth to bristle with fortresses and cannons? There can be no doubt that if such a stipulation is really just and valuable it must be reciprocal; Mayence and Landau must be dismantled, as well as Strasbourg and Metz. Nothing could give a more certain proof that both France and Prussia are anxious to secure a real and lasting peace." The second great means of preserving peace, according to M. Guizot, is "the maintenance of the balance of power in Europe, and the value of congresses and conferences of the great powers to maintain or re-establish this equilibrium." That the work of different congresses (to which he refers) has been faulty and defective, and that mediocrity and petty feeling have had a large share in them, M. Guizot is well aware. "But I am equally certain," he says, "that the balance of power in Europe has always been, and will always be in principle, just, reasonable, and liberal; and that on the whole its results have been most favorable both to peace and progress throughout Europe."

M. Guizot closes with an appeal to Mr. Gladstone to take up the cause of the balance of power and the maintenance of peace in Europe:

Will you not (he asks) defend them against ambitious despots and conquerors? Surely in the nineteenth century this would be the grand, the natural, and the historic duty of England. For fifteen years, in your noble struggle on their behalf, you had France for an adversary; for the future, may I not rather say now, you have her as an ally. Modern France has had her feverish dreams of ambition and conquest. She has paid dearly for them, and a dark fate still frowns upon her; the sins of her past are visited upon her when their season is over, when they only seemed to recur for a moment, that she might prove she had renounced them. I grant that in this ardent and impetuous nation there are still traces of the old tastes and old faults. She is easily led astray by brilliant novelty and by the pomp and glory of arms. Nevertheless, this is not now her real inclination and her true meaning—it is only the movement that still disturbs the surface of the ocean when the tempest is ended. The real and earnest desire of France now is for peace and the development of her fruitful industry. France is a country of assiduous agricultural, industrial, and commercial work; a country in which we find practical and scientific civilization, a strong vitality, and yet love of peace. She now wants time to reap the fruit of her past experience, and to learn the value of that political freedom for which she has not ceased to sigh for three-fourths of a century, although she has never known how to use it or to keep it. In such a path England is her most natural and valuable ally.

BISMARCK AND FAVRE.

BISMARCK'S REFUSAL TO PASS M. FAVRE TO LONDON.

The *Spener Gazette* publishes the text of M. Favre's request for a safe conduct to enable him to attend the London Conference, and of Count Bismarck's reply:—

M. Favre to Count Bismarck.

PARIS, Jan. 13.—Lord Granville has informed me in his despatch of the 29th of December, 1870, which I received on the evening of the 10th of January, that your Excellency, at the request of the English Cabinet, has placed at my disposal a safe conduct, which is necessary for the Plenipotentiary of France at the London Conference, in order that he may be able to pass the Prussian lines. As I am mentioned in that capacity, I have the honor to request you to forward the safe conduct in my name as soon as possible. Accept, etc., JULES FAVRE.

Count Bismarck to M. Jules Favre.

VERSAILLES, Jan. 26.

I beg your Excellency, in reply to your two letters of the 13th instant, to allow me to clear up a misunderstanding. Your Excellency assumes that, on the proposal of the Government of Great Britain, a safe conduct is ready for you in order that you should take part in the London Conference. This assumption is not correct. I could not enter upon an official negotiation, the basis of which is the presupposition that the Government of the National Defense is internationally in the position of being able to negotiate in the name of the French people until at least it has been recognized by the French nation itself. I imagine that the commanders of our advanced posts would have granted your Excellency permission to pass through the German lines had your Excellency requested such permission from the commander of the besieging army. It would not have been within the province of the latter to take into regard the political situation or the object of your journey, and the authorization to pass our lines granted by the military leaders, which from your standpoint, admits of no question, would have left the ambassador of his Majesty the King in London free in reference to the question whether, according to international law, the declarations of your Excellency are to be regarded as the declarations of France, to assume the proper attitude, and on his side find forms by which every prejudging of matters might be avoided. This plan your Excellency has, by your official request for a safe conduct, with the official declaration that the object of your journey was to represent France at the Conference, rendered impossible. The above-mentioned political considerations, in support of which I refer to the declaration which your Excellency on the 12th inst. officially published, prevent my complying with your wish that such a document should be forwarded. In communicating this to you I can only leave to you and your Government to consider whether any other way can be discovered in which the above-mentioned scruples can be allayed, and every prejudice arising from your presence in London be avoided. But even if such a plan can be discovered, allow me to ask if it be advisable that your Excellency should leave Paris and your post as a member of the Government there, in order personally to take part in a conference about the Black Sea, at a moment when interests are at stake in Paris which are more important for France and Germany than article 11 of the treaty of 1856. Your Excellency would also leave behind in Paris the diplomatic agents and subjects of neutral States, who have remained, or rather have been detained, there long after they had received permission to pass through the German lines, and who are, therefore, so much the more under the protection and care of your Excellency and the Minister for Foreign Affairs of the Government *de facto*. I can, therefore, scarcely suppose that your Excellency, in the critical position of affairs, in the establishment of which you so materially assisted, will deprive yourself of the possibility of co-operating to effect a solution the responsibility of which rests upon you. Receive, etc.,

V. BISMARCK.

THE CREDIT MOBILIER.

The Motion for a New Trial Overruled—Opinion of Judge Pearson.

Judge Pearson delivered an opinion in the above mentioned case on Wednesday, in Harrisburg, of which the following are the essential points:—

Fourteen reasons have been assigned by the defendant's counsel for a new trial in this case, all of which have received the careful consideration of the court. Many, as we conceive, are founded on a misconception of the language used in the charge, the meaning of which is quite different from that imputed. It was our desire to carefully follow and carry out the decision of the Supreme Court, which we took to be a binding exposition of the law of the case. If we have misunderstood or departed from it in any particular, it was through inadvertance or inability to comprehend its meaning, and not by design. The Supreme Court will fairly construe our language, as we have theirs, according to what we believe to be its purport and design. We cannot believe that the jury was misled by anything contained in our charge, nor that we misstated or misapplied the law. If we have, it will doubtless be corrected on a review by the court of last resort. The facts have been submitted to the jury, as we understand from the opinion, as was intended by that tribunal.

It is seriously complained that the court stated in substance to the jury, that when the officers of the Commonwealth found that when dividends were made among the stockholders of a corporation annually, or half yearly, precisely in the ratio of stock held by each, they had a right to presume that the same was made out of the profits of the corporation, unless that was explained or repelled by proof. We still adhere to that opinion. The books of the company show that the dividends were so made. Whether that was sufficiently explained by proof of the transactions between Mr. Ames, the trustees, and the Credit Mobilier, and the presumption thereby repelled, was fairly left to the jury.

In presenting a calculation of the claim to the jury, the counsel for the Commonwealth, as we conceive, fell into a material error by including the sum of $26,477·30 as due under the 3d section of the act of April 7, 1870. At the time this act was passed the defendant had sought redress by writ of error, against what it considered as unjust, and what proved to be an illegal, judgment. The act is extremely penal, and, as we conceive, was intended to apply to those who withheld her just dues from the State. There were thousands of cases to which the law could apply without affecting suits pending.

This claim was introduced in the hurry of business at the close of a protracted trial, without the knowledge of the court, and has been allowed by the jury, erroneously, as we conceive. The Commonwealth must therefore remit the sum of $26,477·30 from the amount of the verdict, else a new trial must be granted. On the sum being remitted by the counsel, judgment will be entered on the verdict.

JOHN J. PEARSON,
President Judge.

The verdict was for $636,868·33. The counsel for the Commonwealth remitted the $26,477·30, and judgment was entered for the Commonwealth for $610,391·03.

—A new transcontinental scheme of communication is proposed. The Trustees of the Vermont Central Railroad have purchased all the boats and other property of the Northern Transportation Company, on the great lakes running from Ogdensburg to Duluth, Minn., where they will connect with the new Northern Pacific Railway. The plan is generally commended in Vermont, and will lead to important results.

—In an unhappy hour a Cleveland judge ventured to argue the point with a female advocate of woman's suffrage. A local paper tells the result. "His ready antagonist met him squarely at every point, answering him in the most clear and decided manner, nearly all the ladies present reinforcing her continually."

SPECIAL NOTICES.

☞ HOMŒOPATHIC HOSPITAL, No. 1116 CUTHBERT Street.

The attending Managers for February are:—
W. Hobart Brown, No. 2038 Wallace street.
John Carrow, No. 1502 Spruce street.
C. G. Raue, M. D., No. 121 N. Tenth street.
John C. Morgan, M. D., No. 1700 Chesnut street.

The attending Physicians are Drs. Raue, Morgan, and Martin.

The attending Surgeon is Malcolm Macfarlan, M. D.

The resident Physician is Dr. Baethig.

The attending Physicians and Surgeon attend daily at the Hospital.

Applications for admission are received by the attending Managers on Wednesdays at 5 P. M. at the Hospital.

Persons seriously injured by accident are always admitted, if brought to the Hospital immediately thereafter.

Contributions in money received by the Treasurer, J. W. Sexton, Esq., of Jay Cooke & Co.

Contributions of Food, Clothing, Bedding, etc., received at the Hospital. 2 6ms6t

☞ AT THE ANNUAL MEETING OF THE CORPORATORS OF THE CONTINENTAL HOTEL COMPANY, held on MONDAY, January 9, 1871, the following named gentlemen were elected Managers for the ensuing year:—

JOHN RICE,
JOSEPH B. MYERS,
DANIEL HADDOCK, Jr.,
JAMES H. ORNE,
JOHN C. HUNTER.

At a subsequent meeting of the Board of Managers JOHN RICE was unanimously re-elected President, and J. SERGEANT PRICE Secretary and Treasurer.

J. SERGEANT PRICE,
1 21 stuthlm Secretary.

☞ H. M. DALY'S WHISKY WAREROOMS, Nos. 222 S. FRONT Street and 139 DOCK St.
IMMENSE STOCK
OF THE BEST BRANDS
IN ORIGINAL BARRELS.

Among which may be found the celebrated "GOLDEN WEDDING," Bourbon of ancient date; Wheat and Rye Whiskies, all pure from manufacturers (in original packages), including those well-known distillers,

THOMAS MOORE & SON,
JOSEPH S. FINCH & CO., and
THOMAS MOORE.

The attention of the trade is requested to test these Whiskies, at market rates. 2 [illegible]mw

☞ CLEVELAND, COLUMBUS, CINCINNATI, AND INDIANAPOLIS RAILWAY COMPANY.

CLEVELAND, Ohio, Feb. 8, 1811.

The annual meeting of the stockholders of this company, for the election of directors and for the transaction of other business, will be held at the office of the company in Cleveland, Ohio, on WEDNESDAY, March 1, 1871, between the hours of 11 o'clock A. M. and 2 o'clock P. M.

The transfer books will be closed from the evening of February 18 until March 2.

GEORGE H. RUSSELL,
2 9 3w Secretary.

☞ FOR THE RELIEF AND EMPLOYMENT OF THE POOR.
"THE HOME MISSIONARY SOCIETY OF THE CITY OF PHILADELPHIA."

This old and well-known benevolent organization is now permanently located at

NO. 533 ARCH STREET,

where a store has been opened for the sale of Hosiery, Gentlemen's Wear, etc. Plain and Fancy Sewing will also be taken in. Profits to be distributed to the poor.

Donations in money, clothing, etc., are solicited.

GEORGE H. STUART, President.
THOMAS T. MASON, Treasurer,
2 4 s 2t No. 419 ARCH Street.

☞ CITY TREASURER'S OFFICE.

PHILADELPHIA, Feb. 2, 1871.

The premium on Gold Interest on City Loans of July, 1870, will be paid in currency on and after February 6, 1871.

JOSEPH F. MARCER,
2 2 City Treasurer.

☞ CONNELLSVILLE GAS COAL COMPANY OFFICE No. 314½ WALNUT Street.

PHILADELPHIA, January 30, 1871.

The annual meeting of the stockholders of the CONNELLSVILLE GAS COAL COMPANY will be held at their office on MONDAY, February 13, at 12 o'clock M., to elect Five Directors to serve for the ensuing year.

NORTON JOHNSON,
2 1 wst Secretary.

☞ DISPENSARY FOR SKIN DISEASES, NO. 216 S. ELEVENTH Street.

Patients treated gratuitously at this institution daily at 11 o'clock. 1 14

☞ DR. F. R. THOMAS, No. 911 WALNUT ST., formerly operator at the Colton Dental Rooms, devotes his entire practice to extracting teeth without pain, with fresh nitrous oxide gas. 11 17†

☞ THURSTON'S IVORY PEARL TOOTH POWDER is the best article for cleansing and preserving the teeth. For sale by all Druggists. Price 25 and 50 cents per bottle. 11 26 stuthly

SPECIAL NOTICES.

☞ ACADEMY OF MUSIC

THE STAR COURSE OF LECTURES.

SEASON OF 1870-71.

SECOND SERIES.

T. B. PUGH has the honor to announce that the SECOND SERIES of THE STAR COURSE OF LECTURES will be given in the following order:—

OPENING LECTURE.

1. Monday Evening, February 20,
WENDELL PHILLIPS.
Subject—Street Life in Europe.

2. Thursday Evening, February 23,
JAMES E. MURDOCH.
Subject—An Actor's Views and Impressions of the Character of "Hamlet," illustrated by remarks and readings.

3. Monday Evening, February 27,
MISS LILLIAN S. EDGARTON.
Subject—Marriage and Divorce.

4. Thursday Evening, March 2,
JOSH BILLINGS.
Subject—Natural History.

5. Monday Evening, March 13,
DANIEL DOUGHERTY.
Subject—Oratory.

6. Thursday Evening, March 16,
REV. E. H. CHAPIN, D. D.
Subject—Modern Chivalry.

7. Monday Evening, March 20.
A. MINER GRISWOLD (Humorous).
(The Fat Contributor.)
Subject—Injun Meal.

8. Thursday Evening, March 23,
GENERAL KILPATRICK.
Subject—Battle Scenes of the Rebellion (including a graphic description of Lee's raid into Pennsylvania.)

9. Monday Evening, March 27,
MRS. CADY STANTON.
Subject—The True Republic.

10. Thursday Evening, March 30,
GRAND CONCERT BY THE MENDELSSOHN QUINTETTE CLUB OF BOSTON, and other musical attractions.

ADMISSION TO EACH LECTURE......50 CENTS
RESERVED SEATS............25 CENTS Extra
RESERVED SEATS for the Series of Ten Lectures (transferable), $5.

TWO DAYS' SALE OF SEASON TICKETS.

The sale of Reserved Season Tickets will commence on MONDAY MORNING, February 13, at Gould & Fischer's Piano Rooms, No. 923 CHESNUT Street, and will continue two days, after which no more tickets at season prices will be sold.

The sale of Reserved Seats to any of the single Lectures will commence on WEDNESDAY MORNING, February 15. [2 9

Ticket Office open daily from 9 A. M. to 6 P. M.

☞ OFFICE OF THE PENNSYLVANIA RAILROAD COMPANY.

PHILADELPHIA, Feb. 1, 1871.

NOTICE TO STOCKHOLDERS.—The annual meeting of the Stockholders of this company will be held on TUESDAY, the 21st day of February, 1871, at 10 o'clock A. M., at CONCERT HALL, No. 1219 CHESNUT Street, Philadelphia.

The Annual Election for Directors will be held on MONDAY, the 6th day of March, 1871, at the office of the Company, No. 238 S. THIRD Street.

JOSEPH LESLEY,
2 1 17t Secretary.

☞ OFFICE OF THE DELAWARE DIVISION CANAL COMPANY OF PENNSYLVANIA, No. 303 WALNUT Street.

PHILADELPHIA, February 7, 1871.

The Managers have declared a dividend of FOUR PER CENT., free from taxes, payable at the office on and after the 15th instant.

E. G. GILES,
2 8 8t Treasurer.

☞ UNION LEAGUE HOUSE, BROAD Street.

PHILADELPHIA, Feb. 4, 1871.

The Second Art Reception will occur at the Union League Building on the evenings of THURSDAY, FRIDAY and SATURDAY, Feb. 9, 10 and 11, from six to eleven o'clock. Members can obtain a limited number of tickets by personal or written application at the office.

GEO. H. BOKER, Chairman.
February 6, 1871. 2 6 6t

☞ THE FIDELITY INSURANCE, TRUST, AND SAFE DEPOSIT CO.

PHILADELPHIA, Feb. 1, 1871.

The Stated Annual Meeting of the Stockholders of this Company will be held at its Office, Nos. 329 and 331 CHESNUT Street, on TUESDAY, the 14th instant, at 12 o'clock M., for the election of a Board of Directors for the ensuing year, and for the transaction of such further business as may come before them.

R. PATTERSON,
2 2 16t Secretary.

☞ THE UNION FIRE EXTINGUISHER COMPANY OF PHILADELPHIA

Manufacture and sell the Improved, Portable Fire Extinguisher. Always Reliable.

D. T. GAGE,
5 30 tf No. 118 MARKET St., General Agent.

☞ THE IMPERISHABLE PERFUME!—AS A rule, the perfumes now in use have no permanency. An hour or two after their use there is no trace of perfume left. How different is the result succeeding the use of MURRAY & LANMAN'S FLORIDA WATER! Days after its application the handkerchief exhales a most delightful, delicate, and agreeable fragrance. 3 1 tuthst

☞ THE ENTERPRISE INSURANCE COMPANY OF PHILADELPHIA.

COMPANY'S BUILDING, No. 400 WALNUT STREET, January 2, 1871.

The Directors have this day declared a dividend of THREE PER CENT. on the capital stock of the Company for the last six months, payable on demand, free of all taxes.

ALEX. W. WISTER,
1 2tf Secretary.

☞ MERCANTILE LIBRARY HALL.

LECTURE BY J. A. McGINLEY, A. M.
Subject—"POMPEII, PAST AND PRESENT."
MONDAY EVENING, February 13, at 8 o'clock.
Tickets 50 cents; to be had at Gould & Fischer's, No. 923 Chesnut street, and at the Library. 2 9 4t*

LOOKING GLASSES, ETC.

FOR

LOOKING-GLASSES,

RELIABLE AND CHEAP.

JAMES S. EARLE & SONS,

No. 816 CHESNUT STREET.

UNITED STATES PATENT OFFICE.

WASHINGTON, D. C., Jan. 21, 1871.

On the petition of DANIEL S. NIPPES, of Upper Merion Township, Pennsylvania, administrator of Albert S. Nippes, deceased, praying for the extension of a patent granted to the said Albert S. Nippes, on the 21st day of April, 1857, for an improvement in Grinding Saws:

It is ordered that the testimony in the case be closed on the 21st day of March next, that the time for filing arguments and the Examiner's report be limited to the 31st day of March next, and that said petition be heard on the 5th day of April next.

Any person may oppose this extension.

SAMUEL A. DUNCAN,
2 10 20t Acting Commissioner of Patents.

Corn Exchange Bag Manufactory.

JOHN T. BAILEY,

N. E. Cor. WATER and MARKET Sts.

ROPE AND TWINE, BAGS and BAGGING, for Grain, Flour, Salt, Super-Phosphate of Lime, Bone Dust, Etc.

Large and small GUNNY BAGS constantly on hand. Also, WOOL SACKS.

AMUSEMENTS.

CHESNUT STREET THEATRE.

A MATINEE PERFORMANCE

will be given in aid of the

HOLLAND TESTIMONIAL,

WEDNESDAY, Feb. 15, 1871.

Managers of the other Theatres, and members of the theatrical profession in Philadelphia, are cordially invited to co-operate in the matter.

E. L. DAVENPORT,
2 9 4t Lessee and Manager.

AMERICAN MUSEUM AND MENAGERIE
Northwest corner of NINTH and ARCH Streets.
Open daily from 9 A. M. to 10 P. M.
100,000 CURIOSITIES
From all parts of the World.
THIRTY CAGES OF WILD ANIMALS.

The Splendid Dramatic Company appearing in the Lecture Room every Evening at 8 o'clock, and Wednesday and Saturday afternoons at 2 o'clock.

Admission to all the Attractions, 25 cents. 12 12 t

ASSEMBLY BUILDINGS.

THE WONDERFUL
TWO-HEADED GIRL COMBINATION

have been induced to stay ONE WEEK LONGER (ONLY), to give THE THOUSANDS who have been unable, or declined to visit the receptions in consequence of the crowd, an opportunity to attend.

Receptions from 2 to 5 and 7 to P. M.

Admission, 35 cents; Children, 25 cents. 2 10 3t*

ACADEMY OF MUSIC.
THEODORE THOMAS' CONCERTS,
EXTRA ANNOUNCEMENT.

In order to accommodate the public, and in consequence of the great demand for seats for the Concerts of Wednesday and Thursday evenings, Reserved Seats will be sold for the Family Circle as announced. 1t

FOX'S NEW AMERICAN THEATRE, CHESNUT Street, above Tenth.
AMUSEMENTS OF ALL NATIONS.
EVERY EVENING
And SATURDAY MATINEE.
GREAT CONGRESS OF STARS.

Comprising the best artists in the country, who appear in Grand Ballets, Dutch Comedy, Local Sketches, Minstrelsy, Ethiopian Acts, Farce, Comic Vocalism, Pantomime, etc.

CHARLES W. BROOKE, ESQ., WILL LECTURE at CONCERT HALL for a benevolent object on TUESDAY EVENING, the 14th inst. Subject—"Irish Bards and Ballads." Admission, 50c. 2 7 6t

ART EXHIBITION.

CINDERELLA,

AN EXQUISITE PICTURE, ILLUSTRATING THE

Old Fairy Story,

Painted by J. Van Lerius, Antwerp,

And for which he received A GOLD MEDAL from the King of Holland.

On Exhibition for a Short Time Only, from Friday, Feb. 10,

EARLES' GALLERIES

AND

LOOKING-GLASS WAREROOMS,

No. 816 CHESNUT STREET.

2 9 3t PHILADELPHIA.

GROCERIES, ETC.

Choice New Crop Teas

AT REDUCED PRICES.

FINEST OOLONG, JAPAN, AND YOUNG HYSON TEAS,

Just received, which we now offer at a great reduction in prices, in half chests, 10 lb. boxes, and at retail.

Fine Old Mocha, Java, Laguayra, and Rio Coffees, at greatly reduced prices.

Owing to the late reduction in Government duties, we can now offer to our customers a large assortment of FIRST-CLASS GROCERIES at low rates.

WILLIAM KELLEY,

N. W. Corner TWELFTH Street and GIRARD Avenue,

11 10 tustu§ PHILADELPHIA.

ESTABLISHED 1809.

WARRANTED PURE

Old Government Java Coffee,

Roasted fresh every day, at only 35 cents per lb., or 3 lbs. for one dollar. Lovers of good Coffee, give this a trial and satisfy yourselves.

For sale only at

COUSTY'S East End Grocery,

No. 118 South SECOND St.,

2 17 thstu Below Chesnut, West Side.

N. B.—Choice Groceries of all kinds constantly arriving.

CARRIAGES.

ESTABLISHED 1853.

JOSEPH BECKHAUS,

No. 1204 FRANKFORD Avenue,

ABOVE GIRARD AVENUE,

Manufacturer of exclusively FIRST-CLASS

CARRIAGES.

NEWEST STYLES.

Clarences, Landaus, Landaulettes, Close Coaches, Shifting qr. Coaches, Coupes, Barouches, Phaetons, Rockaways, Etc., SUITABLE FOR PRIVATE FAMILY and PUBLIC USE. Workmanship and finish second to none in the country.

Fine and varied stock on hand—completed and in the works. Orders receive prompt and personal attention. All work warranted. 12 21 3mrp

COAL.

$7·50 FOR SCHUYLKILL STOVE COAL, per long ton, delivered.

$7·25 FOR SCHUYLKILL FURNACE COAL, per long ton, delivered.

$6·25 FOR SCHUYLKILL NUT COAL, per long ton, delivered.

EASTWICK & BRO., OFFICE NO. 228 DOCK Street. Coal Yard, No. 2200 WASHINGTON Avenue. 2 9

SNOWDON & RAU'S COAL DEPOT, CORNER DILLWYN and WILLOW Streets.—Lehigh and Schuylkill COAL, prepared expressly for family use at the lowest cash prices. 1 18

GROCERIES, ETC.

JUST RECEIVED,

Davis' Cincinnati Hams.

ALBERT C. ROBERTS,

Dealer in Fine Groceries,

1 1t Corner ELEVENTH and VINE Sts.

AMUSEMENTS.

THE

AMERICUS CLUB'S

ANNUAL BALL,

ACADEMY OF MUSIC,

FEBRUARY 13, 1871.

CARDS OF ADMISSION, FIVE DOLLARS.

To be had at the CONTINENTAL HOTEL NEWS STAND, TRENWITH'S, No. 614 CHESNUT Street, and GILLINGHMM'S, corner of FIFTH and LOCUST. 2 9 4t

AMERICAN ACADEMY OF MUSIC.
THIS (Saturday) EVENING, Feb. 11,
FAREWELL OF GRAND ENGLISH OPERA.
GALA FAREWELL MATINEE,
GALA FAREWELL MATINEE,
AT 2 O'CLOCK.
IMMENSE PROGRAMME,
IMMENSE PROGRAMME.
MOZART, VON WEBER, VON FLOTOW,
MARRIAGE OF FIGARO.
DER FREISCHUTZ.
MARTHA.

Entire Second Act of Martha.
Entire Second Act of Der Freischutz.
And the glorious Third Act of Marriage of Figaro.
The entire great Double Company appear.
RICHINGS BERNARD, ROSE HERSEE, EMMA HOWSON, ZELDA SEGUIN, CASTLE, BOWLER, CAMPBELL, DRAYTON, SEGUIN.

This immense programme, the greatest ever presented by this company, is selected as presenting in favorite numbers all of the members of the Great Company.

The Wonderful CHILD AMERICUS, between the acts, in a Violin Fantaisie.

THIS (SATURDAY NIGHT),
SATURDAY NIGHT,
Gounod's great master Opera entire,
FAUST. FAUST. FAUST.
FAUST. FAUST.
FAUST.
FAUST.
WITH THE GREAT CAST.
WITH THE GREAT CAST.
CASTLE, CAMPBELL,
BERNARD,
ROSE HERSEE, KEMP BOWLER,
BOUDINOT, HOWELL.
GRAND FANFARE AND MILITARY PAGEANT.
GRAND FANFARE AND MILITARY PAGEANT.
BECK'S CELEBRATED MILITARY BAND.
TWENTY-TWO BRASS AND REED INSTRUMENTS.
TWENTY-TWO BRASS AND REED INSTRUMENTS.
AUXILIARY CHORUS.
EXTRA GRAND ORCHESTRA.
EXTRA GRAND ORCHESTRA.

A superb performance of this Great Opera.

By universal desire, the WONDERFUL CHILD AMERICUS will make his farewell appearance after the first act.

Admission, $1; Secured Seats, 50 cents extra; Family Circle, 50 cents; Ampitheatre, 25 cents.

Seats secured at the Academy and at North's Music Store.

AMERICAN ACADEMY OF MUSIC.
TWO MORE GRAND CONCERTS
BY
THEODORE THOMAS'
UNEQUALLED CONCERT ORGANIZATION
WEDNESDAY EVENING, Feb. 15.
THURSDAY EVENING, Feb. 16.

The public is respectfully informed that arrangements have been completed to give two additional

GRAND CONCERTS,
On WEDNESDAY EVENING, Feb. 15, and
THURSDAY EVENING, Feb. 16,

Mr. Thomas will be assisted by the celebrated Pianist,

MISS ANNA MEHLIG,

and his

UNRIVALLED ORCHESTRA,

many of whom are

EMINENT SOLOISTS.

The programmes will be entirely new. On Wednesday evening, in compliance with numerous requests, will be performed the entire

SYMPHONY No. 6, PASTORALE.......Beethoven
Admission Tickets..........One Dollar
Reserved Seats..........Fifty Cents Extra
Family Circle..........Fifty Cents
Gallery..........Twenty-five Cents

Tickets and programmes can now be obtained at North & Co.'s Music Store, No. 1026 Chesnut street, and at the Box Office of the Academy. 2 11 5t

WALNUT STREET THEATRE
SPECIAL CARD.
ANNUAL BENEFIT OF
MR. THOMAS J. HEMPHILL,
Business Manager and Treasurer,
MONDAY EVENING, Feb. 13.
Will be presented Tom Taylor's Comedy of
STILL WATERS RUN DEEP.
To conclude with Boucicault's Military Drama of
JESSIE BROWN;
OR, THE SIEGE OF LUCKNOW.
Cast embracing every member of the Company. 1t

WALNUT STREET THEATRE.
LAST NIGHT OF
MR. JOHN S. CLARKE
(Prior to his departure for Europe).
SATURDAY EVENING, Feb. 11,
the Comic Drama, in two acts, called
NICHOLAS NICKLEBY
Newman Noggs..........Mr. JOHN S. CLARKE
After which Brougham's Comedy, in two acts,
AMONG THE BREAKERS.
Babington Jones..........Mr. JOHN S. CLARKE
To conclude with the new Comedy of
FOX AND GOOSE.

MRS. JOHN DREW'S ARCH STREET THEATRE. Begins ¼ to 8 o'clock.
THIS (Saturday) AFTERNOON AT 2.
MATINEE—SINBAD—MATINEE.
Doors open at 1 o'clock.
THIS EVENING AT ¼ TO 8,
LAST PERFORMANCE OF SINBAD.
LYDIA THOMPSON AS SINBAD,
aided by the full Troupe.
MONDAY, Feb. 13—PARIS.
WEDNESDAY—THE BRIGANDS.
Seats secured six days in advance.

E. L. DAVENPORT'S CHESNUT STREET THEATRE.
E. L. DAVENPORT..........Lessee and Manager
THIS EVENING,
Joseph C. Foster's grand spectacular drama of the
OLD MAN OF THE MOUNTAIN,
replete with gorgeous effects in every department, and the characters filled by
DAVENPORT'S DOUBLE STAR COMPANY.
Tickets secured in advance at Abel's Dramatic Repository, No. 1211 Chesnut street, from 9 until 5 o'clock.

GRAND ENGLISH OPERA COMBINATION.

SPECIAL NOTICE.

All matters concerning the business of the present week of opera, except upon the benefit nights announced, are respectfully referred to the Management of the German Company, represented here by Mr. LEONARD GROVER, who has purchased all our interest in the receipts of the week, except as above stated.

C. D. HESS & CO.,
Proprietors and Managers Grand England Opera Combination. 2 6 tf

MANNERCHOIR BAL MASQUE,
AT THE ACADEMY OF MUSIC,
TUESDAY, February 14.

One-half of the proceeds will be appropriated to the assistance of the sufferers in the French and German war. Cards of Admission $5, admitting a gentleman and one lady. Extra lady's ticket $1 each, to be had at L. Meyer's, No. 1415 Chesnut street, Lee & Walker's, No. 922 Chesnut street, Continental Hotel, R. T. Schmidt's, No. 610 Arch street, J. A. Payne, No. 219 S. Broad street, Andre & Co., No. 1104 Chesnut street, and at F. A. North & Co.'s, No. 1026 Chesnut street. 1 18 tF14

ROTHERMEL'S PICTURE
OF THE
BATTLE OF GETTYSBURG,
Now on Exhibition at
No. 1003 CHESNUT Street,
from 10 A. M. to 10 P. M.
Admission 25 cents. 1 21stuth

Evening Telegraph

PUBLISHED EVERY AFTERNOON
(SUNDAYS EXCEPTED),
AT THE EVENING TELEGRAPH BUILDING,
No. 108 S. THIRD STREET,
PHILADELPHIA.

The Price is three cents per copy (double sheet), or eighteen cents per week, payable to the carrier by whom served. The subscription price by mail is Nine Dollars per annum, or One Dollar and Fifty Cents for two months, invariably in advance for the time ordered.

SATURDAY, FEBRUARY 11, 1871.

☞ The earliest regular edition of THE EVENING TELEGRAPH goes to press at 1½ o'clock, and the subsequent regular editions at 2½, 3½, and 4½. Whenever there is important news of the progress of the European war, extra editions will be issued after this hour, and before the regular time for the early edition.

THE CESSNA-CRESWELL-CHORPENNING CASE.

THE Hon. John Cessna and Postmaster-General Creswell have made elaborate explanations of their action in the Chorpenning case. It is well for the public to remember, however, what that case is. Mr. Dawes, in describing it to the House of Representatives on the 30th of January, called national attention to the fact that the Postmaster-General had awarded $440,000 on a mail contract which expired some fifteen years ago, and on which the contractor had previously received an extra allowance of $237,162 on an original contract price of $106,000. So, then, Mr. Chorpenning, agreeing to perform certain mail service for $106,000, has already received therefor more than three times the sum originally stipulated for; and not satisfied with this enormous advance, the Postmaster-General recently awarded him (under instructions) the further sum of $440,000, which, if paid, would have made in all the magnificent sum of $779,617 for a few years' mail carrying, fifteen years ago, over a route leading from Salt Lake City to Sacramento. Really, when the people find that a bare accident saves them from being taxed $779,617 for a mail service for which they had only agreed to pay $106,000, it is high time they should wake up, and that the parties most directly concerned should make explanations of their participation in such an extraordinary financial transaction.

Major Chorpenning, the claimant in this case, had the good fortune to be a native of Somerset, the county town in Pennsylvania in which Judge Jeremiah S Black formerly resided; and the influence of the Judge, who is now avowedly one of Chorpenning's counsel, has been powerfully exerted in behalf of his fellow-townsman. When the extra allowance of $233,617 was obtained, it was considered a tremendous windfall for the Utah and Salt Lake mail contractor; and so indeed it was, for most men would be quite well satisfied with getting three dollars for every dollar of a contract price on a $100,000 contract. But Chorpenning and his able attorneys, to wit, Judge Black and Mr. Earle—are not satisfied with ordinary exactions from an over-taxed people. They tried to get something further from Postmaster-General Creswell, but he decided that, as the law stood in the early part of 1870, he did not feel justified in making any additional advances; and in this strait Mr. Cessna, as the Representative in Congress of the district which includes Somerset county, the old home of Chorpenning and Black, was called upon to come to the rescue. At the heels of the session he introduced what was apparently an innocent resolution, which passed the House without examination or opposition, and speedily became a law. One member of the Senate who voted for it says he was assured that in no event would it take more than $20,000 from the Treasury. Cessna, the author of it, says he believed that some money was due to Chorpenning, but that in regard to one portion of his claim he had but little information as to its character or amount. What practically happened was that Creswell, *in consequence of the passage of the Cessna resolution*, awarded to Chorpenning $440,000; and as the money has fortunately not yet been paid out of the Treasury, the House of Representatives, on the statement of Mr. Dawes, promptly and properly repealed this $440,000 Cessna resolution. Since the outcry raised by the exposure made by Mr. Dawes, the Postmaster-General defends himself by asserting that the law originated by Cessna reduced him to the position of a mere accounting officer, who was obliged to audit a claim on principles *which prevented him from considering evidence favorable to the Government.* If this is true, no greater legislative outrage was ever perpetrated, for it is like telling an accounting officer to burn up receipts showing that Government debts have been paid, and then forcing him to pay the same debts a second time; and it is only right that Mr. Cessna should explain, as well as he can, how he came to originate such an extraordinary law. This he has done in a speech delivered in the House on the 7th inst., a copy of which is now lying before us. We have not space to republish it in full. But its general purport may be briefly summed up as follows:—Major Chorpenning is one of his constituents, and he believes that some money is still due him; he also knows Judge Black, one of Chorpenning's attorneys, and he vouches for the veracity of Chorpenning's witnesses, and believes them to be truthful, honorable, and respectable men. He did not know how much money his bill would take from the Treasury, and he did not explain it in the House fully only because no opportunity was given for such explanation; and, furthermore, he (John Cessna) never has received or agreed to receive, either in this case nor in any other, nor was he ever offered, a single farthing for any official act, except by the salary prescribed law. Mr. Cessna's explanation embraces some other points, but we have given the principal ones; and it remains for his constituents and the public to pass judgment upon them, as well as upon the action of other parties concerned in the attempt to give a mail contractor more than $700,000 for service he had agreed to perform for a little more than $100,000.

PORTER IN TROUBLE.

ADMIRAL PORTER has achieved the great object of his ambition in obtaining his present rank and title, but he seems likely to find that there is more truth than poetry in the adage that "uneasy rests the head that wears a crown." The last step he made towards grasping a prize for which he has been longing all his life was attended by circumstances that not only brought him personally into discredit with those who had previously thought well of him, but that laid him open to the attacks of enemies who are as unforgiving as they are unscrupulous. Yesterday, in the National House of Representatives, the discussion of a bill to reinstate a naval constructor who resigned some five years ago was made the occasion of bitter personal assaults upon Porter by Messrs. Banks and Butler. It is not pleasant to read the coarse language which these Representatives used towards the highest officer of the navy, but it is less pleasant to know that it is deserved. Porter was long known to be a mean trickster and intriguant, who would resort to any underhand measures to promote his own personal ends and to aggrandize the particular branch of the naval service to which he belonged, but many persons were loth to believe the rumors afloat with regard to him until he himself furnished over his own signature more than sufficient proof of the fact that he is a sycophant, slanderer, falsifier, and intriguer of the most contemptible description. While he was slandering Grant behind his back he was flattering him to his face, and contrived to so worm himself into his confidence that when the General of the Army became President of the United States one of the first things he did was to make his friend Porter virtual autocrat of the Navy Department. How Porter exercised the irresponsible authority thus committed to his hands every one knows. One of his first performances was to vent his spite against the staff officers, degrading them from the rank they had previously held, altering their uniforms so as to make as much outward distinction as possible between them and the line, and fighting, with all the pertinacity of his nature, all the efforts of the staff to obtain justice at the hands of the Navy Department or Congress. The bill giving positive rank to the staff, which passed the House several weeks ago, has, through the influence of Porter and his satellites, been so tampered with in the Senate committee that if it should pass in the shape in which it was reported yesterday, the staff will practically be in just the same predicament in which they now are, and the whole subject will have to be gone over again at some future time. The opposition of Porter and the other line officers to the reasonable demands of the staff officers for such legislation as will secure them respectful treatment on board ship proceeds from nothing but mean selfishness and a contemptible pride of station that should receive no encouragement from Congress. The Senate will do a great wrong if it refuses to pass the Stevens bill, giving the staff officers positive rank, in substantially the same shape in which it came from the House. The objections urged against it are of the most trivial character, and as the country is heartily tired of the whole disgraceful squabble, it is the duty of Congress to put an end to it by doing impartial justice to the officers who claim the protection of the laws to secure them from oppression and insult.

With regard to the matter discussed yesterday in the House we are not at all certain that the ex-naval constructor named is entitled to reinstatement. The House, however, passed the bill by the large majority of 143 yeas to 67 nays. This result was doubtless due to the statements made by Messrs. Banks and Butler that he had been forced out of the service by the intrigues of Porter, and the vote of the House may be taken as an indication that the influence of the individual who fills the high office of Admiral of the United States Navy is practically at an end, so far at least as the popular branch of Congress is concerned.

The following are the remarks made by General Butler yesterday in regard to Porter, and we invite the attention of our readers to them, as they show up the Admiral's peculiar methods of doing business with considerable clearness:—

> General Butler said that this was no new quarrel between Mr. Hanscom and Admiral Porter. Admiral Porter had been a young lieutenant at the Portsmouth Navy Yard when Mr. Hanscom was Naval Constructor there. The civilian and the martinet had come in contact, and there had been laid the foundation of an enmity that had lasted a life time. Mr. Hanscom believed from that hour he had been hunted by Admiral Porter in every conceivable way.
>
> Mr. Butler narrated the motives which induced Mr. Hanscom to resign. As to the affidavits sent to the House, there was nothing so dangerous as such things; and if he were to produce a bundle of affidavits which he had, there were some gentlemen who had spoken on this subject who would be hanged without judge or jury. (Laughter.) Who was opposing Mr. Hanscom? Not the Secretary of the Navy, not the Committee on Naval Affairs, but "Mr." Porter—"Admiral" Porter, by the grace of the Senate. (Laughter.) Admiral Porter's services during the war would live for some time; he thought they would be indestructible. All along the Mississippi were guns captured by the army, and marked by Porter, "Taken by the navy under the command of D. D. Porter;" and so long as the white paint remained, so long would the memory of Porter's deeds remain in the minds of those who believed in him, but who were few. (Laughter.) It was easy to make such a record as that. If a man would only blow his own trumpet loud enough; if he could make himself the great "I am" of the expedition; if he could strike down the great and glorious Farragut, and send him to the grave with the feeling that his country had wronged him—then he might get such a reputation; and that was the sort of service which Admiral Porter had rendered to his country. In conclusion, he begged gentlemen not to offend his nostrils and make him wish that he had a wash-bowl and tooth-brush to clean out his mouth by bringing that man Porter before the House again. Let Porter rest in the corruption which he had made for himself.

AT the request of the gentlemen whose names are appended to it, we call the attention of our readers to an advertisement which appears in another column, addressed to the Public Buildings Commissioners, and protesting against the erection of the public buildings at the intersection of Broad and Market streets. The arguments used in this document are the same that have been used from the beginning by the opponents of Penn Square as a site for the public buildings, and that have been answered again and again. The signers of the protest are among our most esteemed and wealthy citizens and business men, but a counter petition, presenting an opposite view of this case, can undoubtedly be procured at very short notice, with the names of equally respectable and wealthy citizens attached.

THE HEBREW CHARITY BALL, given a short time ago at the Academy of Music, realized the sum of $6118·50, which was distributed as follows:—To the Society of the United Hebrew Charities for the Relief of the Poor, $2753·23; to the Jewish Hospital Association, $1835·55; to the Hebrew Education Society, $911·77; and to the Jewish Foster Home Society, $611·85.

NOTICES.

HEAVY ALL-WOOL BEAVER OVERCOATS,
HEAVY ALL-WOOL BEAVER OVERCOATS,
HEAVY ALL-WOOL BEAVER OVERCOATS,
ELEGANTLY MADE,
ELEGANTLY MADE,
AND VERY CHEAP.
AND VERY CHEAP.
ALL SIZES, COLORS, AND STYLES.
ALL SIZES, COLORS, AND STYLES.
SKATING COATS TO WEAR WITHOUT OVERCOATS.
SKATING COATS TO WEAR WITHOUT OVERCOATS.
SUITS FOR MEN, YOUTH, BOYS, AND CHILDREN.
SUITS FOR MEN, YOUTH, BOYS, AND CHILDREN.
BARGAINS! WANAMAKER & BROWN'S,
BARGAINS! OAK HALL,
BARGAINS! THE POPULAR CLOTHING HOUSE,
BARGAINS! S. E. COR. SIXTH AND MARKET STS.

GET RID OF YOUR COLD AT ONCE, or you may keep on racking your lungs with a Cough, until at last they are irritated into a condition ripe for the production of tubercles; and then, instead of a simple, easily cured affection, you will have to deal with Consumption. Dr. Jayne's Expectorant will promptly cure all Coughs and Colds, and by imparting vigor to the respiratory organs, enable them freely to throw off obstructions engendered by neglected Colds, and heal all sore or inflamed parts. Sold everywhere.

THE PURITY AND SUPERIORITY of Dr. Colton's Nitrous Oxide Gas for painless tooth extraction is proverbial.
Office No. 737 Walnut street.

BRANDY.

FINE OLD BRANDY,
JUST IMPORTED FROM
Pinet, Castillon & Co.,
VINTAGE OF 1840.
IN SMALL PACKAGES OF TEN GALLONS.
FOR SALE AT A VERY LOW PRICE BY
E. BRADFORD CLARKE,
(SUCCESSOR TO SIMON COLTON & CLARKE,)
S. W. Corner BROAD and WALNUT,
1 31 tuthstf4p PHILADELPHIA.

CLOTHING.

ROCKHILL & WILSON.
BOY 5 YEARS OLD,
BOY 6 YEARS OLD,
BOY 7 YEARS OLD,
BOY 8 YEARS OLD,
BOY 9 YEARS OLD,
BOY 10 YEARS OLD,
AND ALL THE OTHER BOYS OF EVERY AGE AND SIZE, CAN
Get the Best Boys' Clothes
At the Great Brown Hall
Much cheaper than
Anywhere Else.
Come on, Boys! Tell your Fathers,
Tell your Big Brothers,
Tell all your friends
To come for fine clothes for the season to
ROCKHILL & WILSON'S
GREAT BROWN HALL,
603 and 605 CHESNUT STREET.

Habillements
No 824 CHESTNUT ST.
Charles Stokes & Co.
UNDER THE CONTINENTAL HOTEL
PHILADELPHIA: PA.
HAVE
ALWAYS ON
HAND TO SUBMIT
FOR THE SELECTION OF THEIR
CUSTOMERS
A LARGE AND VARIED STOCK
OF THE MOST FASHIONABLE
AMERICAN AND
FOREIGN
FABRICS.

CHESNUT STREET SKATING RINK,
TWENTY-THIRD AND CHESNUT.
BEAUTIFUL ICE. ELEGANT SKATING.
FULL BANDS OF MUSIC.
Liberty Silver Cornet Band. Open all day and evening.
MONDAY EVENING NEXT, February 13,
LAST GRAND COTERIE FANTASTIQUE.
NEXT MONDAY EVENING, February 13,
LAST GRAND COTERIE FANTASTIQUE.
1t J. A. PAYNE & BRO.

TO THE
COMMISSIONERS
FOR THE
Erection of Public Buildings.

Gentlemen:—Before it becomes too late, we desire to impress upon you the necessity of reconsidering your determination to erect the Public Buildings on the intersection of Broad and Market street. At the election last October many of us voted for Penn Square, under the conviction, based upon your published resolutions and the utterance of the newspapers which were supposed to represent the majority of your body, that the buildings would be erected upon the squares, and not upon the streets. Had it been known that our two main thoroughfares were to be blocked up, we can safely say that the popular vote at that election would have been very different; probably resulting in the selection of Washington Square.

To occupy the intersection would therefore be to disappoint the expectations of those by whom Penn Squares were selected as the site for public buildings, as well as to inflict an irreparable wrong upon the architectural and business development of our city. The only opportunity for the effective display of civic architecture possessed by Philadelphia is on Broad and on Market streets, and the former, properly treated, should become in the future the finest street not only in America, but in the world. To strangle it at its centre by a pile of buildings, no matter how imposing in themselves, would therefore be a fatal error obstructing travel, destroying the noble vista which we had always hoped to see when the street should be lined with stately buildings, and retarding, perhaps forever, the development of that splendid avenue.

Philadelphia's right to have the Centennial Anniversary of American Independence celebrated here, where the declaration of that important event was made, seems to be recognized, and doubtless many thousand visitors will honor our city with their presence in 1876. The condition of our only two grand avenues, not exceeded in the world, will then be such as will make us blush to point them out, and this locality, which ought to be attractive, will be kept out of view as much as possible.

During the long period required for the erection of a structure such as that designed by your commission, which we may safely estimate at no less than ten or twelve years, the obstacles to traffic and circulation that will necessarily arise from the plan proposed, as well as the unsightly condition of the place, will drive away travel from both streets; business as well as pleasure, during that interval, must accommodate itself to other localities, and the period of another generation will then be required to restore to our main avenues the expected predominance which you will thus have diverted from them; unless, indeed, popular dissatisfaction shall gradually arise to that extent that, after you shall have incurred heavy expenditures, it will compel a reconsideration of your plans, and restore the streets to their present alignment. Against such fruitless expenditure of public money under such circumstances we now respectfully protest in advance.

It would seem incredible that, when so many other great cities are submitting to large outlays in the endeavor to widen and straighten their principal avenues, Philadelphia should deliberately proceed to expend millions in obstructing hers; that when the experience of the interior towns of this and other States has shown the inconvenience of public buildings on the intersections of their largest streets, so that several of them have removed their Court Houses at the expense of erecting others in more suitable positions, we should be resuscitating that obsolete blunder.

As tax-payers, we would likewise protest against the imprudent haste in which you are apparently entering into contracts before obtaining plans, specifications, or estimates of cost. We know that you are armed with unlimited power to tax us, but we earnestly protest against an improvident exercise of that power in a manner in which no prudent man would conduct his own affairs, and which must depreciate the value of all the property in the city. We have a right to expect that reasonable prudence shall be exhibited in the expenditure of the money which you have authority to exact from us, and that before you involve the city in large liabilities, the public shall have the opportunity of knowing where these liabilities are to end.

The rapidly increasing debt of the city, its disordered finances, and the heavy expenditures required for other improvements already in progress, warn us that our community is in no condition to indulge in extravagant architectural displays. The history of the New York City Hall, the Albany State-House, and the Capitol extension at Washington is not reassuring. You will allow us to say that your action thus far has made us apprehend that our Public Buildings may become also a conspicuous example of the prodigal and unwise expenditure of public money, while our existing taxation is such as to render any notable addition to our burden destructive to the prosperity of our city.

Believing that we express the views of a majority of those who, like many of ourselves, have been in favor of Penn Squares as the site for the Public Buildings, we invite a reconsideration of your resolution selecting the streets as the site of the Public Buildings, and have the honor to remain

Very respectfully,
YOUR FELLOW-CITIZENS,
M. BAIRD & CO.,
A. WHITNEY & SONS,
JOSEPH HARRISON,
WM. SELLERS & CO.,
JAMES MOORE,
JAMES C. HAND & CO.,
BARROWS, SAVERY & CO.,
C. COCKET,
C. & H. BORIE,
SAMUEL WELSH,
JOHN P. VERREE,
HENRY C. GIBSON,
JOHN M. KENNEDY,
TATHAM & BROTHERS,
J. GILLINGHAM FELL,
R. D. WOOD & CO.,
WM. C. KENT,
JESSUP & MOORE,
JOHN C. BULLITT,
JOHN FARNUM & CO.,
GEORGE B. ROBERTS,
CALEB COPE,
FURNESS, BRINLEY & CO.,
A. H. FRANCISCUS,
REPPLIER, GORDON & CO.,
ROBERT B. CABEEN,
JOHN T. LEWIS,
CHARLES DUTILH,
CAIN, HACKER & COOK,
McKEAN, BORIE & CO.,
HENRY MORRIS,
HERMAN J. LOMBAERT,
W. C. HOUTSON,
S. J. SOLMS,
FRANCIS R. COPE,
JAMES L. CLAGHORN,
CHARLES WHEELER,
AND MANY OTHERS.

Citizens desiring to add their names to the above address will find copies thereof at the Rooms of the Board of Trade and Philadelphia Exchange; also at the offices of THE EVENING TELEGRAPH, *Evening Bulletin*, Andrews, Harrison & Co., Market and Juniper; A. H. Franciscus & Co., No. 513 Market street, and members of the Union League, Commercial Exchange, Board of Brokers, and Athenæum, at their respective buildings. 1t

COOPER & CONARD

FULL LINES

Of the following fresh NEW SPRING GOODS, our own importation, of importers direct and of the manufacturers' agents, now arranged for sale, viz.:—

A MAGNIFICENT STOCK:

BLACK SILKS,
BLACK GOODS,
MOURNING GOODS,
SILK POPLINS.
WOOL POPLINS.
FRENCH PERCALES,
PACIFIC PERCALES,
LINEN GOODS.
PIANO COVERS,
MARSEILLES QUILTS,
DOMESTIC GOODS.

Three cases Lyons Black Silks, extra low prices.
One case Swiss Black Silks, $1·25, $1·50, etc.
One case American Black Silks, very durable.
Five cases Black Alpacas, prices are lower.
Two cases Silk Poplins, 87c. and $1.
One case French Percales, an extra low price.
200 new Embroidered Piano Covers, $10 to $30.
65 styles 2 cases New Marseilles Quilts.

COOPER & CONARD
S. E. CORNER NINTH AND MARKET STREETS.

PIANOS.

GEORGE STECK & CO.'S
PIANOS,
GRAND SQUARE AND UPRIGHT.
HAINES BROS.' PIANOS,
BRADBURY'S PIANOS,
MASON AND HAMLIN'S CABINET ORGANS,
An Elegant Stock at Greatly Reduced Prices.
GOULD & FISCHER,
No. 923 CHESNUT Street.
No. 1018 ARCH Street.
J. E. GOULD.
WM. G. FISCHER. 1 17 tf4p

Steinway & Sons'
Grand Square and Upright Pianos.
Special attention is called to their ne
Patent Upright Pianos,
With Double Iron Frame, Patent Resonator, Tubular Metal Frame Action, etc., which are matchless in Tone and Touch, and unrivalled in durability.
CHARLES BLASIUS,
WAREROOMS,
No. 1006 CHESNUT STREET,
9 13 tfrp PHILADELPHIA.

ALBRECHT,
RIEKES & SCHMIDT,
Manufacturers of Grand and Square Piano Fortes, recommend their stock of first-class instruments. Every instrument is warranted and prices moderate.
8 4§ WAREROOM, No. 610 ARCH Street.

HOLIDAY GOODS.

HOLIDAY GOODS.
Spring Horses,
Rocking Horses,
Children's Carriages.
BOYS' SLEDS, WAGONS,
VELOCIPEDES, Etc. Etc.
H. J. SHILL,
Factory, No. 226 DOCK Street.
12 9 4p BELOW EXCHANGE.

MALT LIQUORS.

PHILADELPHIA AGENCY.
Abbey & Holyrood Breweries.
Wm. Younger & Co., Edinburgh.
ESTABLISHED 1749.
We are now prepared to fill orders from the trade for
Bottled Ale and Porter
From the above celebrated Breweries.
POWELL & WEST,
No. 28 South FRONT Street,
Sole Agents for W. Younger & Co.
An invoice now landing ex-ship Amandus from Liverpool. 2 9 mwstm4p

H. Y. LAUDERBACH'S ACADEMY,
ASSEMBLY BUILDINGS,
A Primary, Preparatory and Finishing School. Address Principal, No. 108 S. TENTH St. 2 11 1m

S T O L E N.

From the KENSINGTON NATIONAL BANK, on the night of the 2d of February, 1871, Fourteen Thousand Coupon 5-20s, Jan. and July, 1865:—

Nos. 191,169	191 194,	19,988
191,170	191,175	19,989
191,171	191,176	19,990
191,172	191,177	19,991
191,173	19,987	

Any information of above communicate to
ISABELLA RUSSELL,
No. 1529 S. FOURTH Street.
or C. T. YERKES, Jr., & Co.,
2 10 3t No. 20 S. THIRD Street,

JEWELRY AND SILVERWARE.

C A R D.

In returning thanks to our friends for the immense increase of patronage bestowed the past year, we would respectfully inform them that, having largely increased our Stock, we are better prepared than at any previous year to meet the wants of our many customers.

During the coming season we will make our

Silver Department

Especially attractive, offering in

TEA SERVICES,
TABLE SILVER,
FANCY PIECES,

Many articles both unique and elegant in design and finish.

We have endeavored, in procuring our Stock of

Watches,
Diamonds,
Fancy Goods,
and Bijouterie

Of all descriptions, to suit the taste of the most fastidious, and meet the wants of the most careful buyers.

An inspection of our goods and store entails no obligation to purchase, but gives great pleasure to

ROBBINS, CLARK & BIDDLE,
No. 1124 CHESNUT Street,
2 11 smws4t4p PHILADELPHIA.

FINANCIAL.

DREXEL & CO.,
No. 34 SOUTH THIRD STREET,
American and Foreign Bankers,
DRAWS EXCHANGE ON LONDON AND PRINCIPAL CITIES OF EUROPE.
DEALERS IN
Government and Railroad Securities,
Drexel, Winthrop & Co., No. 18 Wall Street, New York.
Drexel, Harjes & Co., No. 3 Rue Scribe, Paris.

COPARTNERSHIPS.

THE PARTNERSHIP HERETOFORE EXISTING under the firm name of HUGHES & MULLER was dissolved on the 20th day of January, 1871, by the death of Mr. GEORGE HUGHES. The business will be carried on by the surviving partner, who will settle all debts due to and by the said firm.
GEORGE MULLER,
2 7 tuths3t* No. 1035 CHESNUT Street.

COTTON.—MIDDLING FAIR AND MIDDLING Gulfs, Alabama and Uplands, samples, clean stain, etc., for sale by
WILLIAM M. GREINER,
1 20 2m No. 109 CHESNUT Street.

MUSICAL AND DRAMATIC.

The City Amusements.

AT THE ACADEMY OF MUSIC last evening Mr. Castle's benefit, attracted a large audience, the interest of the occasion being enhanced by the first representation of *Fidelio* in English. The performance of this difficult work was only moderately successful, and there is no doubt that it is beyond the range of the English troupe, notwithstanding the fact that it contains a number of fine singers. Mrs. Bernard rendered the *role* of "Leonora" with considerable dramatic expression, and Mr. Drayton gave an admirable personation of "Rocco." Mr. Castle, as "Florestan," sang the prison aria creditably, but otherwise his performance was not remarkable. Miss Hersee's voice is too light for the *role* of "Marcelline," and although she sang the music very sweetly, she was frequently overwhelmed by the din of the orchestra. Mr. Howell made a wretched failure as "Don Pizarro," and the choruses were sung abominably. The orchestration was sometimes tolerably good, some times intolerably bad, and always too loud. In fine, *Fidelio* had best be sung as seldom as possible by the English troupe.

There will be a matinee to-day, when selections from several operas will be given, and this evening *Faust* will be sung in English instead of German, as previously announced.

The attractions of the performances given during the present week have been much enhanced by the German singers, and especially by the little boy Americus, who were introduced under the management of Mr. Leonard Grover. The child Americus is really a little wonder, and his performances on the violin are certainly remarkable for such a mere baby. It is to be hoped that he will return soon, and give our citizens a better opportunity to see what he really is than has been possible during the present week.

AT THE ARCH *Sinbad the Sailor* will be performed this evening.

AT THE WALNUT Mr. Clarke will appear at a matinee performance to-day, and this evening he will conclude his engagement by representing "Newman Noggs," in *Nicholas Nickleby;* "Babington Jones," in *Among the Breakers;* and "Young Gosling," in *Fox and Goose.*

On Monday, the business manager of the Walnut, Mr. T. J. Hemphill, will have his annual benefit.

AT THE CHESNUT the spectacle of *The Old Man of the Mountain* will be represented this afternoon and evening.

On Wednesday next there will be a matinee performance in aid of the Holland testimonial fund.

AT THE ASSEMBLY BUILDING the two-headed girl may be seen this afternoon and evening.

AT THE AMERICAN a family matinee will be given this afternoon, and a grand variety performance this evening.

THEODORE THOMAS and his grand orchestra will give two grand concerts at the Academy of Music on Wednesday and Thursday next.

THE ANNUAL BALL of the Americus Club will come off at the Academy of Music on Monday next. This will undoubtedly be an exceedingly elegant entertainment.

THE MÆNNERCHOR annual masked ball will be given at the Academy of Music on Tuesday next. One-half of the proceeds will be devoted to the relief of the sufferers by the Franco German war.

CITY ITEMS.

CORSETS. CORSETS.
CORSETS. CORSETS.
PRICES REDUCED.
PRICES REDUCED.
THE LADIES' OPPORTUNITY.
THE LADIES' OPPORTUNITY.
50 CENTS GOOD HAND-MADE CORSETS.
70 CENTS SUPERIOR NEW CORSET.
85 CENTS FINELY-TRIMMED CORSET.
85 CENTS SPLENDID WOVEN CORSET.
$1·00 SUPERIOR WOVEN CORSET.
$1·00 SUPERIOR PATENT CIRCULAR GORE CORSET.

THE ONE DOLLAR Patent Circular Gore Corset, now having a marked success, is well shaped and made up in a superior manner. It is the ladies' favorite. To secure increased patronage Mr. Finn is presenting a splendid line of Corsets at figures far below usual rates.

Also, full lines of finer goods at moderate prices.

JOHN M. FINN,
S. E. corner Arch and Seventh streets.

INTERESTING TO LADIES.—"For more than twelve years a Grover & Baker Sewing Machine has been in constant use in my family, and it has given complete satisfaction. My wife considers it invaluable in the family, as by it all kinds of work can be done, the finest fabrics, as well as the coarsest, with equal facility. After long experience of its excellencies, we cordially recommend it to our friends as an almost indispensable article that in a few years will more than pay its cost."

JOSEPH CASTLE, P. E.,
Central Philadelphia District of the M. E. Church.

MR. WILLIAM W. CASSIDY, the jeweller at No. 8 South Second street, has one of the largest and most attractive stocks of all kinds of Jewelry and Silverware in the city. He has also on hand a fine assortment of fine American Western Watches. Those who purchase at this store at the present time are certain to get the worth of their money.

WE PLEDGE OUR REPUTATION for the fulfilment of what we here declare. In almost every instance where the infant is suffering from pain and exhaustion, relief will be found in fifteen or twenty minutes after MRS. WINSLOW'S SOOTHING SYRUP has been administered. Cures dysentery, and diarrhœa, and wind colic. Sure to regulate the bowels.

GREEN GUM-PLASTERS,
THE ONLY ONES which effectually will CURE CORNS and BUNIONS, are manufactured by
G. KRAUSE, Apothecary,
N. W. cor. Twelfth and Chesnut Streets.

BEDDING, best in the city, lowest price, and guaranteed, by ALBERTSON & CO., No. 1435 Chesnut street.

BURNETT'S COLOGNE the best made in America.

BURNETT'S COOKING EXTRACTS the best.

MARRIED.

PETERSON—CANNELL.—On Wednesday, February 8th, at All Saints' Church, Lower Dublin, by the Rev. F. W. Beasley, D. D., assisted by the Rev. Dr. Weld, T. HOWARD PETERSON to MARY, daughter of S. W. Cannell. ***

DIED.

LUKENS.—On the 7th instant, GEORGE W., son of Joseph and Sophia B. Lukens, aged 10 months 2 weeks and 2 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 1 Tappan place, Green street, above Seventh, on Sunday morning, 12th instant, at 8 o'clock. To proceed to Boehm Church, Montgomery county, Pa.

MESSCHERT.—On Wednesday, the 8th instant, at his country seat, near Douglassville, Berks county, Pennsylvania, HUIZINGA MESSCHERT, in his 63d year.

His relatives and friends are respectfully invited to attend his funeral, from Dr. James Kitchen's, No. 715 Spruce street, on Tuesday morning, the 14th inst., at 11 o'clock, without further invitation. The funeral will proceed to Ronaldson's Cemetery. ****

SPECIAL NOTICES.

For additional Special Notices see Inside Pages.

AMERICAN ACADEMY OF MUSIC.
REV. HENRY WARD BEECHER
Will deliver his new and popular lecture,
HAPPINESS,
TUESDAY EVENING, Feb. 21, 1871.
Tickets 50c.; Family circle 25c.; Reserved seats 25c. extra, for sale at F. A. North & Co.'s, No. 1026 Chesnut street, on and after Thursday, the 16th instant. 2 11 smw

NOTICE.—OWING TO DETENTION BY ice, the Steamship TONAWANDA will not sail for Savannah until TO-MORROW (Sunday) MORNING, at 8 o'clock.
Freight will be received all this day.
WILLIAM L. JAMES,
General Agent.
1t

GENTLEMEN'S BOOTS AND SHOES. A ready fit may be obtained at all times. BARTLETT, No. 33 South SIXTH Street, above Chesnut. 1t

COMMERCIAL PRINTING OF ALL kinds at HELFENSTEIN & LEWIS' Printing House, FIFTH and CHESNUT. 1t

SPECIAL NOTICES.

DRESS COATS
OF
FINEST BLACK CLOTH,
Handsomely Trimmed
In Latest Styles
READY MADE,
AT
JOHN WANAMAKER'S,
818 AND 820 CHESNUT STREET.

WATCHES, JEWELRY, ETC.

THE
NEW YORK WATCH COMPANY'S
WATCHES,
(Factory, Springfield, Mass.

In presenting their Watches to the American public, we do so with the knowledge that in point of finish and time-keeping qualities they are superior for the price to any Watch made in this country.
For sale by
ALEX. R. HARPER,
Successor to John M. Harper,
No. 308 CHESNUT STREET,
SECOND STORY, [2 2 2mrp*
Salesroom of the American Watch.

Established in 1854.
WATCHES.
EVERGOING
STEM-WINDERS,
KEY-WINDERS,
QUARTER SECONDS,
MINUTE REPEATERS,
ETC. ETC. ETC.
C. & A. PEQUIGNOT,
608 CHESNUT STREET,
2 1 PHILADELPHIA.

HENRY HARPER & CO.,
No. 520 ARCH Street,
ARE SELLING AT COST, PREVIOUS TO REMOVING TO NO. 722 CHESNUT STREET,
FINE WATCHES,
OPERA AND LEONTINE CHAINS,
DIAMOND RINGS,
JEWELRY,
2 8 wsmrp 6t] FANCY SILVERWARE,
AND SILVER-PLATED WARE.

DRY GOODS.

1871.
BLACK SILKS
"AT THORNLEY'S,"
EIGHTH AND SPRING GARDEN STS.

Having got through with our annual stock-taking, we now open up a splendid stock of "BLACK SILKS" very much under regular prices, and of most EXBELLENT QUALITY.
Good Black Gros Grains for $1·50.
Rich Black Gros Grains for $1·75.
Very Rich Beautiful Silks for $2·00.
Heavy, Smooth, Soft Flossy Silk, $2·50.
Sublime Quality Rich Lyons Silks, $3·00.
Superb Black Silks, Queenly, $3·50.
Most Magnificent Black Silks for $4·50.

We know that the above goods cannot be excelled in the "UNITED STATES" for quality and cheapness.
We also offer a full line of colors in
Best Kid Gloves,
Every pair of which we warrant, and if through any mishap they rip or tear in putting on, we at once give another pair instead.
JOSEPH H. THORNLEY,
NORTHEAST CORNER OF
EIGHTH and SPRING GARDEN Sts.,
2 3 thstu5 PHILADELPHIA.
Established in 1853.

1800 YARDS JAPANESE YAN YANS. 1800
EYRE & LANDELL
Open to-day Satin Figured Yan Yans.
Neat Stripe Yan Yans.

400 ARCH STREET. 1871
EYRE & LANDELL
Open to-day elegant Light Poplins for Spring Suits

1000 YARDS FRENCH ALPACA 1000
A Black Mohair Tamise,
Unequalled in Brilliancy.
These justly celebrated Black Goods are nearly equal to Lyons Gros Grains Black Silks.
EYRE & LANDELL,
No. 400 ARCH Street.

100 LOBSTER SALAD NAPKINS. 100
Each Napkin has a correct likeness of said lobster.
EYRE & LANDELL,
1 27 mws3mrp ARCH STREET.

727 CHESNUT STREET. 727
POPULAR PRICES
FOR
DRY GOODS.
STRICTLY ONE PRICE.
ALEXANDER RICKEY,
9 10 tuths No. 727 CHESNUT Street.

NEW PUBLICATIONS.

JUST ISSUED,
POEMS.
BY LUCY HAMILTON HOOPER.
WITH A PORTRAIT FROM STEEL.
12mo. Extra Cloth. Gilt Top.
Price, $1·75.
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CORNELIUS & SONS,
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Wholesale and Retail
Salesrooms,
No. 821 CHERRY Street
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We have no store or salesroom
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A NEW AND ELEGANT
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Three Doors above Sumner St.,
Replete with all modern conveniences,
WILL BE SOLD ON ACCOMMODATING TERMS.
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With Marble Counters, Large Fire-proof, Desk, Letter Press, etc., will be sold cheap for cash or good trade.
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TO RENT—HOUSE No. 1116 SPRING GARDEN Street, suitable for a Boarding-house or private family.
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$200,000
WORTH OF
CHINA, GLASS and EARTHENWARE
TO BE CLOSED OUT, REGARDLESS OF COST.
Gay's China Palace,
No. 1012 CHESNUT STREET,

Are obliged to close out their immense stock, in consequence of the building they occupy having been sold. The entire stock must be closed out by the 1st of April, as they are obliged to vacate the premises by that time. Below we quote prices of a few leading staple goods. Fancy goods are at a still greater discount from former prices.

White French China Dining Sets, 127 pieces....	$18·00
White French China Tea Sets, 44 pieces........	5·75
White French China Tea Sets, 46 pieces........	6·75
Stone China Dining Sets, 98 pieces............	7·75
Stone China Tea Sets (cups with handles) 44 ps	2·50
Stone China Tea Sets (cups with handles) 46 ps	3·50
Stone China Cups and Saucers, per set 12 pieces	50
Stone China Dining Plates, per dozen..........	60
Table Tumblers, per dozen....................	50
Table Goblets, per dozen.....................	75
Glass Tea Sets (4 articles)..................	40
Bohemian Cologne Sets, 2 Bottles and Puff Box	90
Bohemian Liquor Sets, 6 Glasses, Walter and Bottle	90

An endless variety of Fancy Goods, at an immense reduction from former prices.

36 casks of Parian Marble, Leek and Majolica Ware, all new designs, just landed from steamer Helvetia, will be included in the sale.

Goods to go out of the city will be packed and delivered to transportation office free of charge, and insured against breakage to destination.

SHOW ROOMS OPEN TILL 9 O'CLOCK AT NIGHT.
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WISHART'S COLUMN.

THE MEDICAL PROPERTIES OF TAR.

The pine tree has long been known to possess valuable medical properties. For pulmonary diseases it is doubtful whether any remedy has as yet been discovered equal to it. It seems to change and renew the very structure on which it acts, and to infuse into the system an indescribable power equal to the natural power before disease had even taken hold of the body, so as to make, as it were, an entirely new tissue, and to give a newness of life and energy which one who has been sick a long time knows the value of but cannot fully describe. The great objection, however, to all tar preparations has been their unpleasant taste, and consequent liability to sickness and nauseate the stomach. We have before us, however, a preparation of the kind referred to, which obviates all these objections, and is as agreeable to the palate as it is valuable in the cure of disease. We mean "Dr. Wishart's Pine Tree Tar Cordial," a real, genuine, *bona fide* medicinal cordial, distilled from the pine tree by a process known only to the Doctor himself, the sale and popularity of which are only equalled by the amount of suffering it has relieved, and the number of diseases it is so well calculated to effectually cure. In the Pine Tree Tar Cordial the invalid may be sure he has a remedy of very extraordinary power for throat and lung affections, and when taken in conjunction with the "Great American Dyspepsia Pills," an infallible cure for dyspepsia, liver complaint, sick headache, and the many ailments arising from a disordered state of the liver and digestive organs.

In our sphere as publishers we feel some degree of cautiousness in what we recommend to our readers, but when we know of anything of value to the public we shall not hesitate to make it known through our columns. We advise those of our readers who are suffering from dyspepsia, etc., to give Dr. Wishart's celebrated remedies a trial.

A medical expert, holding honorable collegiate diplomas, devotes his entire time to the examination of patients at the office parlors. Associated with him are three consulting physicians of acknowledged eminence, whose services are given to the public free of charge.

This opportunity is offered by no other institution in the country.

Thousands of certificates of absolute cure (when all else failed to afford relief), as well as recommendatory letters without number, have been received by Dr. Wishart, the proprietor, attesting the uniform success with which they have been employed. Many of said letters are from the highest sources, including eminent statesmen, Governors, State judges, clergymen, etc.—men slow to be convinced, prejudiced perhaps at first, but feeling themselves under a sense of duty bound to tell the Doctor what they had done for them and to recommend them to others. The Great American Dyspepsia Pills and Pine Tree Tar Cordial are sold by all druggists throughout the world. They can also be obtained at Dr. WISHART'S GREAT FAMILY MEDICINE STORE, No. 232 North SECOND Street, Philadelphia, where a successful practising physician can be consulted each day, free of charge. Those in need of professional aid or counsel will do well to make a note of the above. Communications by mail, soliciting professional advice, *will be considered strictly confidential and promptly answered, free of charge.* The most complete stock of Family Medicines, Hair Preparations, Perfumery, etc., in the city. Give us a trial. Address all communications,

L. Q. C. WISHART,
No. 232 NORTH SECOND STREET,
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MILLIKEN'S LINEN STORES,
1128 CHESNUT Street and 828 ARCH Street.

NEW SHIRTING LINENS.

In addition to our usual very extensive stock of FIRST-CLASS IRISH SHIRTING LINENS, we have received new invoices for Spring Sales of
690 PIECES GOLDEN-FLAX IRISH LINENS.
MEDIUM IRISH LINENS, IMPERIAL IRISH LINENS.
RICHARDSON SON'S & OWDEN'S LINENS, ALL QUALITIES.
PRICES STILL LOWER! OUR NEW PRICE LISTS!

We are careful to give to our customers the benefit of any decline of prices in Europe, and take pleasure in notifying our friends that WE ARE NOW PREPARED TO SELL OUR FIRST-CLASS LINENS
AT A GREAT REDUCTION FROM LAST SEASON'S PRICES.

MILLIKEN'S SHIRT BOSOMS.

We are now prepared to supply our CELEBRATED SHIRT BOSOMS of every style and quality.
PRICES OF BOSOMS REDUCED TO CORRESPOND TO THE REDUCTION IN THE PRICE OF LINENS. 1 14 sm6m

INSURANCE.

TWENTY-THIRD ANNUAL REPORT
OF THE
PENN MUTUAL
Life Insurance Company,
OFFICE, No. 921 CHESNUT STREET,
PHILADELPHIA.

RECEIPTS FOR THE YEAR ENDING DECEMBER 31, 1870.

For Premiums and Interest		$1,209,748·50
Losses during the year......	$297,200·09	
Purchase of Policies, Commissions, Taxes, etc etc..	211,155·86—	508,355·86
Net surplus for the year............		$701,393·74

ASSETS OF THE COMPANY LIABLE FOR LOSSES.

Invested in United States Stocks, Philadelphia City Loan, Pennsylvania Railroad Loan, Bank Stocks, etc........................	$886,503·54	
Bonds and Mortgages, first liens on property worth double the amount, Ground Rents, Company's Office, etc.....................	2,671,792·34—	$3,558,295·88
Market value December 31, 1870.....		$3,661,[illegible]

The Board of Trustees has resolved to divide the net surplus among the holders of policies in force on the 31st ultimo on the Contribution plan, applicable to the reduction of premiums or premium notes, when the next annual payment falls due, and has decided to receive the Scrip Dividends of the year 1863 in payment at the same time.

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JOHN W. HORNOR, Actuary.
HORATIO STEPHENS, Secretary.
BENJ. KENDALL, Assistant Actuary.
HENRY AUSTIE, Assistant Secretary.

HENRY C. TOWNSEND, Solicitor.

MEDICAL EXAMINERS.

EDW. HARTSHORNE, M. D., No. 1409 WALNUT Street.
EDWARD A. PAGE, M. D., No. 1415 WALNUT Street.
In attendance at the Office of the Company from 1 to 3 P. M. daily. 2-3 6 9 11 13

FIRE EXTINGUISHER.

THE UNION FIRE EXTINGUISHER.

OVER FIVE MILLIONS ($5,000,000) OF DOLLARS WORTH OF PROPERTY IN THE UNITED STATES HAS ACTUALLY BEEN SAVED BY THE EXTINGUISHER

Within the past three years; while in Philadelphia alone twenty-five fires, endangering property to the extent of HUNDREDS OF THOUSANDS OF DOLLARS, have been extinguished during the past year by the same means. Our Machine is the IMPROVED CARBONIC ACID GAS FIRE EXTINGUISHER, and is indorsed and used by M. Baird & Co., Henry Disston & Son, Benjamin Bullock's Sons, Morris, Tasker & Co., Alan Wood & Co., Lacey & Phillips, Bromley Brothers, S. J. Solms, Charles Eneu, Johnson & Co., Rimby & Madeira, Francis Perot & Sons, George W. Childs, Pennsylvania Railroad Company, Philadelphia and Boston Steamship Company, Philadelphia and Southern Steamship Company, and many other of our leading business men and corporations.

CAUTION.—All parties in this community are warned against buying or selling "Extinguishers" except those purchased from us or our agents, under penalty of immediate prosecution for infringement.

Our prices have been reduced, and the Machine is now within the reach of every property holder.

N. B.—One style made specially for private residences.

Union Fire Extinguisher Company,
OFFICE, [1 28 stutfrp
No. 118 MARKET STREET.

GLOVES.

100 DOZEN
Gents' Kid Gloves,
Of our own Importation.
WHITE Opera or Party Colors, and Street Colors, at $1·50 per pair.
100 dozen Ladies' Opera Kid Gloves, $1·00.
150 dozen Ladies' White Kid Gloves, $1 and $1·25.
Soiled Kid Gloves, 75 cents.
300 dozen Ladies' Full Regular-made Hose, double heels, at 25 cents.
119 dozen Gents' English Full Regular-made Half Hose, orange toe, only 25 cents.
New Hamburg Edgings and Insertings.
Shirt Fronts of our own make.
Winter Gloves and Underwear closing out at about half-price
AT THE
GREAT KID GLOVE EMPORIUM
OF
A. & J. B. BARTHOLOMEW,
2 4 stuthtf No. 23 North EIGHTH Street,

FINANCIAL.

NEW 7·30 GOLD LOAN.
SAFE! PROFITABLE! PERMANENT!
We offer for Sale at Par, and Accrued Interest, the FIRST MORTGAGE LAND GRAND GOLD BONDS
OF THE
NORTHERN PACIFIC RAILROAD CO.

These bonds are secured, first, by a First Mortgage on the Railroad itself, its rolling stock and all equipments; second, by a First Mortgage on its entire Land Grant, being more than Twenty-two Thousand Acres of Land to each mile of Road.

The Bonds are free from United States Tax; the Principal and Interest are payable in Gold—the Principal at the end of Thirty years, and the Interest semi-annually, at the rate of SEVEN AND THREE-TENTHS PER CENT. per annum.

They are issued in denominations of $100, $500, $1000, $5000, and $10,000.

The Trustees under the Mortgage are Messrs. Jay Cooke, of Philadelphia, and J. Edgar Thomson, President of the Pennsylvania Central Railroad Company.

These Northern Pacific 7·30 Bonds will at all times before maturity, be receivable at Ten per Cent. Premium (or 110) in exchange for the Company's lands at their lowest cash price.

In addition to their absolute safety, these Bonds yield an income larger, we believe, than any other first-class security. Persons holding United States 5-20s can, by converting them into Northern Pacifics increase their yearly income *one third,* and still have a perfectly reliable investment.

Persons wishing to exchange stocks or other bonds for these can do so with any of our Agents, who will allow the highest current price for ALL MARKETABLE SECURITIES.

JAY COOKE & CO.,
Fiscal Agents Northern Pacific Railroad Co.
For sale in Philadelphia by

D. C. WHARTON SMITH & CO.,	No. 121 South THIRD Street.
GLENDENING, DAVIS & CO.,	No. 48 S. THIRD Street.
BOWEN & FOX,	No. 18 MERCHANTS' EXCHANGE.
SEVENTH NATIONAL BANK,	N. W. cor. FOURTH and MARKET.
T. A. BIDDLE & CO.,	No. 336 WALNUT Street.
WM. PAINTER & CO.,	No. 36 South THIRD Street.
BULL & NORTH,	No. 121 South THIRD Street.
BARKER BROS & CO.,	No. 28 South THIRD Street.
EMORY, BENSON & CO.,	No. 6 South THIRD Street.
B. K. JAMISON & CO.,	N.W. corner THIRD and CHESNUT.
P. S. PETERSON & CO.,	No. 39 South THIRD Street.
TOWNSEND WHELEN & CO.,	No. 309 WALNUT Street.
CHARLES B. KEEN,	No. 325 WALNUT Street.
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NARR & LADNER,	No. 30 South THIRD Street.
M. SCHULTZ & CO.,	No. 44 South THIRD Street.
BIOREN & CO.,	No. 150 South THIRD Street.
JOHN K. WILDMAN,	No. 26 South THIRD Street.
CHARLES T. YERKES, JR., & CO.,	No. 20 South THIRD Street.
WILLIAM T. ELBERT,	No. 321 WALNUT Street.
J. H. TROTTER,	No. 322 WALNUT Street.
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RALEY & WILSON,	No. 41 South THIRD Street.
WALLACE & KEENE,	No. 148 South THIRD Street.
STERLING & CO.,	No. 110 South THIRD Street.
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ESTABLISHED 1825.
FRED. T. MECKE. H. J. DEAS.
H. J. DEAS & CO.,
MANUFACTURERS OF
Warm Air Furnaces
AND
Cooking Ranges,
Portable Heaters, Low Down Grates, Slate Mantels, Bath Boilers, Registers and Ventilators.
No. 111 North SEVENTH St.,
PHILADELPHIA. [9 22 thstu6mrp
JOBBING PROMPTLY ATTENDED TO.

MARBLE WORKS.

H. S. TARR & SON'S
MANUFACTORY OF
Carved and Ornamental Marble Work,
GREEN Street, above Seventh,
1 30 3m PHILADELPHIA.

OUR RELIGIOUS COLUMN.

YES! RESCUED SOUL!

Yes! rescued soul—cry, cry aloud,
 And weep warm tears of joy—
Snatch'd from the horrors of the pit
 Wide-yawning to destroy.

Fall at the feet of Him as dead
 Who gives thee pardon free;
Thou dost not—canst not—may not know
 From what He saveth thee!

O could'st thou for one moment view
 That gulf of darkness drear,
Where Love's dear glances never beam,
 Nor fails sweet Pity's tear.

Could'st thou but see the stony brows
 Enthroning black despair,
And hearing the agonizing shriek
 Of—"Lost!"—wild ringing there.

How would'st thou bless the mighty grasp
 That held thee back from thence;
Low weeping at the Saviour's feet
 In gratitude immense!

Yes—rescued sinner—cry aloud!
 And weep warm tears of joy:
Saved from the second death, thy soul
 No spoiler shall destroy!

GOD'S LAW GOD'S WILL.

The root of each man's character is either love of God, or enmity against God. No man can doubt this who accepts without question the testimony of revelation; and they who look most deeply and closely into life as it is will be least inclined to doubt it. From these opposite principles come, on the one hand, the disposition to, bring God near, and, on the other, the disposition to thrust Him far away. Love longs for its object, wishes it near, would see it, hear it, handle it, embrace it. To love, separation is intolerable. It chafes at distance. It never rests till it rests in its beloved.

Not so enmity. Its very nature is to thrust off, to put away, to drive from sight and hearing and thought, nay, even from existence, its object. Separation it demands. Hated companionship it cannot brook. It cries out rather for isolation. Love and enmity, as toward God, take no other than this their normal course. God's child, because of the love that dwells and reigns in his heart, delights in his Father's presence, hears quickly and recognizes gladly the Father's voice, sees everywhere and in all things the *hand* of the Great Person, the tokens of His presence, the expression of His power and wisdom and goodness. But with peculiar and growing delight does he regard the great law of right as but the will and pleasure of his beloved Lord. Conscience comes readily to refer to that Person in all forms of its action. Its peace is but the assurance of the Divine favor, the consciousness of Divine acceptance. Its distress is consciousness of having grieved and injured a Father. Its aspiration is to enjoy complete and everlasting fellowship with God. The truth of this is attested no less in the literature of the Church and the general testimony of Christians than in Scripture.

SUMMARY OF CHURCH NEWS.

BAPTIST.

—The First African Baptist Church in Richmond, Virginia, is supposed to have a larger membership than any other on the continent, if not in Christendom. It has thirty deacons, and numbers on its records more than 4000, with over 3000 resident members.

—In the new Michigan Avenue Baptist Church, Chicago, the price of the pews is put at the uniform rate of $1·25 per month for each sitting throughout the house, the first choice of pews being given to the person offering to pay the rent of the greatest number of seats. Out of the surplus arising from such extra rentals provision will be made for the assistance of those who are not able to pay a full rental.

—In most of the Baptist churches in Boston a blessed work is in progress. The Union Temple, Harvard street, Clarendon street, Charles street, Bowdoin Square, and Ruggles Street churches are all sharers in the good work. Broadway Church, in Cambridgeport, is enjoying a season of refreshing. A goodly number of the members of the Sabbath-school give evidence of a change of heart.

—In Bellerica, Mass., Mr. Talbott, a Unitarian, gives the church, and part of the furnishing of the same, amounting to $11,500; also the lot on which the church stands, worth, as is estimated, $500; in all, $12,000. We learn, on good authority, that Mr. Talbott, who has already contributed toward the support of Baptist preaching $300 annually, has made permanent provision by which the income of $5000 goes, every year, toward the same end—making the aggregate of his donations to this society and church really $17,000.

PRESBYTERIAN.

—A very interesting work of grace is reported in the Presbyterian Church, Shelbyville, Tenn., under the pastoral care of the Rev. J. H. Bryson. It is stated that some sixty persons have been hopefully converted, and about fifty have united with the Presbyterian Church.

—The *Christian Observer* says:—"During the past week tidings have been received of the death of two highly esteemed and useful ministers of the Synod of Kentucky—the Rev. W. D. Symington and the Rev. John G. Simrall."

—The Rev. R. H. Kinnaird, of Raymond, Mississippi, has accepted a call to the church at Midway, Kentucky.

—The Presbyterian church at Little Rock, Ark. (Rev. T. R. Welch's), is now entirely out of debt. This house cost about $40,000; and on the first Sabbath in this year the last instalment of the indebtedness upon it ($4000) was very cheerfully paid by the congregation. On the same day fifteen persons were added to the church—eight by examination and seven by certificate.

—The Rev. J. W. Sproull, a son of the Rev. Dr. Sproull, of the Theological Seminary of the Reformed Presbyterian Church, (Old Light), in Allegheny, Pa., has been unanimously called to become the pastor of a new congregation of that church, which has lately been organized in that city, under the name of the Central Church. It commences with one hundred and ten members.

EPISCOPAL.

—Bishop Coxe, of Western New York, has enjoined upon the clergy of his diocese the use of the gown instead of the surplice when preaching.

—St. James' Church, Chicago, has erected a memorial monument to the soldiers of its congregation who died in the late war. It stands in the church vestibule, and cost $4600.

—The Rev. Orby Shipley, who may be regarded as the President of the new Liberation Society recently organized by the Ritualists in England, says:—"A free Church is the only antitype to a free State. Our present position (that of subjection to the State) I do not hesitate to stigmatize as utterly anomalous, scandalously unjust, and undeniably godless. It is a violation of all consistency, that an emancipated nation should either hold in subjection or be held in subjection to a Church still politically enslaved.

—32 natives were recently ordained to the work of the ministry in the Episcopal Church in the province of Tinnevelly, India. A native preached the ordination sermon.

CONGREGATIONAL.

—The Rev. A. T. Sherrill was installed pastor of the Congregational Church at Omaha, Nebraska, on the 24th of January, being the first pastor of his denomination installed in the State.

—It is found the present Divinity Seminary building at Yale College will not accommodate future classes, and the theological professors are making an effort to raise funds for a new building.

—The new missionary brig Morning Star, now being built in Boston, to take the place of the one wrecked on one of the Micronesian islands last year, is 97 feet long. A female figure in white robes, fringed with gold, and an open book in her right hand, ornaments the bow. On one page of the book are the words *light, love, life.*

—Rev. Dr. E. T. Fitch, Professor of Divinity at Yale College, died at New Haven on Tuesday evening, January 31.

METHODIST.

—The treasury of the Methodist Episcopal Mission Society showed a deficit last December of $115,656. A strong call has been issued from the Mission rooms urging the denomination to a contribution of not less than a million of dollars.

—The Methodist Episcopal Church of the United States, which has a flourishing mission in Northern India, has recently established a college at Lucknow, one of the scenes of the fearful mutiny of 1857; and a missionary of that Church has given twenty thousand dollars towards its endowment. This gift shows what missionaries themselves think of the work as an investment.

REFORMED DUTCH.

—In the course of seven years, under the energetic administration of President Campbell, $242,900 have been added to the endowment of the college, and no one has ever been heard to complain that a dollar of this large addition to the funds of the college has been injudiciously expended.

EDUCATIONAL.

HARVARD UNIVERSITY,

CAMBRIDGE, MASS.,

Comprises the following Departments:—

Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archæology, Episcopal Theological School.

The next academic year begins on September 28, 1871.

The first examination for admission to Harvard College will begin June 29, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.

UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, address
J. W. HARRIS,
Secretary.
2 6 3m

WASHINGTON COLLEGE,

VIRGINIA,

GENERAL G. W. CUSTIS LEE, PRESIDENT, WITH FOURTEEN PROFESSORS.

The Spring Term of the present season begins on the

FIRST OF FEBRUARY.

The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.

All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.

For further information, address
WILLIAM DOLD,
Clerk of Faculty, Lexington, Va.
January 1, 1871. 1 17 6w

EDGEHILL SCHOOL

MERCHANTVILLE, N. J.,

Four Miles from Philadelphia.

The session commenced MONDAY, January 9, 1871.

For circulars apply to
Rev. T. W. CATTELL.
3 21 1y

YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 smtu2m

WATCHES, JEWELRY, ETC.

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G. W. RUSSELL,

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Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

Estimates furnished on application either personally or by mail. 5 25

WILLIAM B. WARNE & CO.,
Wholesale Dealers in
WATCHES, JEWELRY, AND
SILVER WARE,
First floor of No. 632 CHESNUT Street,
S. E. corner SEVENTH and CHESNUT Streets.
3 2 1y1

MILLINERY.

MRS. R. DILLON

NOS. 323 AND 331 SOUTH STREET,

FANCY AND MOURNING MILLINERY, CRAPE VEILS.

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods. 1 4

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LONDON.
ESTABLISHED 1803.
Paid-up Capital and Accumulated Funds,
$8,000,000 IN GOLD.
PREVOST & HERRING, Agents,
No. 107 S. THIRD Street, Philadelphia.
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CHAS. M. PREVOST. CHAS. F. HERRING

Front and Interior view of FULLER'S AERATED BREAD & CRACKER BAKERY, 16 S. 18th Street, Phila

WHAT KIND OF BREAD IS THE BEST?

Aerated Bread is the Purest, Healthiest, Sweetest, Cleanest, Most Nutritious, and Cheapest Ever Made.

READ THE PROOF.

The sample of *Aerated Bread* submitted to me has been subjected to careful analysis, and I find it free from all traces of any deleterious substances or impurity, is perfectly light, pleasant to the taste, free from all acidity, and easy of digestion. The fact that it is made without yeast renders it better fitted for dyspeptic stomachs than bread made in the ordinary way. The great care taken in maintaining perfect cleanliness during the manufacture, the dough not being allowed to come in contact with the workmen's hands even for a moment, should satisfy the most fastidious. For obvious hygienic reasons, in its influence on the public health it is beyond doubt the best of all forms of bread.

WM. E. A. AIKIN,
Oct. 7, 1869. Professor of Chemistry and Pharmacy, University of Maryland.

Professor George Hadly, M. D., of Buffalo Medical College, speaking of Aerated Bread, says:—"I have used it constantly in my family for several years, and regard it as in all respects the best and most wholesome bread ever made."

The celebrated Dr. Alcott, in his lectures on Life and Health, says:—"Neither leaven nor yeast ought ever to have been known. They are a filthy concern; besides, fermented bread is a semi-putrid bread; that is, it has advanced one step on the highway to *Putrefaction*. In fermentation, a portion of the saccharine matter, *the life or vitality* of the bread, is lost. There is from 7 to 10 per cent. more nutrition in the same weight, by chemical test."

Bread furnished for charitable purposes at a low price.

CAKES and CRACKERS, the best in the city. *Extra liberal discount to country trade.* Sold by all grocers throughout the city.

D. B. FULLER, No. 16 South EIGHTEENTH Street.

INSURANCE.

1829. CHARTER PERPETUAL. 1871.

Franklin Fire Insurance Company

OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '71, $3,087,452·35

CAPITAL	$400,000·00
ACCRUED SURPLUS AND PREMIUMS	2,687,452·35

INCOME FOR 1871,	LOSSES PAID IN 1870,
$1,200,000.	$272,881·70.

Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.

Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

DIRECTORS.

Alfred G. Baker,
Samuel Grant,
George W. Richards,
Isaac Lea,
George Fales,
Alfred Fitler,
Thomas Sparks,
William S. Grant,
Thomas S. Ellis,
Gustavus S. Benson.

ALFRED G. BAKER, President.
GEORGE FALES, Vice-President.
JAMES W. McALLISTER, Secretary.
THEODORE M. REGER, Assistant Secretary.
12 7td31

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,705,319 07.

TRUSTEES.

William H. Hamilton,
John Carrow,
George I. Young,
Jos. R. Lyndall,
Levi P. Coats,
Samuel Sparhawk,
Charles P. Bower,
Jesse Lightfoot,
Robert Shoemaker,
Peter Armbruster,
M. H. Dickinson,
Peter Williamson,
Joseph E. Schell.

WM. H. HAMILTON, President.
SAMUEL SPARHAWK, Vice-President.
WILLIAM F. BUTLER, Secretary

THE PENNSYLVANIA FIRE INSURANCE COMPANY.
Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

DIRECTORS.

Daniel Smith, Jr.,
Isaac Hazlehurst,
Thomas Robins,
John Devereux,
Franklin A. Comly.
Thomas Smith,
Henry Lewis,
J. Gillingham Fell,
Daniel Haddock.

DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

INSURANCE.

Fire, Inland, and Marine Insurance.

INSURANCE COMPANY
OF
NORTH AMERICA,
Incorporated 1794.

CAPITAL	$500,000
ASSETS January 1, 1871	$3,050,536
Receipts of Premiums, '70	$2,096,154
Interests from Investments, 1870	137,050
	$2,233,204
Losses paid in 1870	$1,136,041

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,932
Pennsylvania State Loans	169,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	83,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.

ARTHUR G. COFFIN,
PRESIDENT.
CHARLES PLATT,
VICE-PRESIDENT.
MATTHIAS MARIS, Secretary.
C. H. REEVES, Assistant Secretary.

DIRECTORS.

ARTHUR G. COFFIN,
SAMUEL W. JONES,
JOHN A. BROWN,
CHARLES TAYLOR,
AMBROSE WHITE,
WILLIAM WELSH,
JOHN MASON,
GEORGE L. HARRISON,
FRANCIS R. COPE,
EDW. H. TROTTER,
EDW. S. CLARKE,
T. CHARLTON HENRY,
ALFRED D. JESSUP,
LOUIS C. MADEIRA,
CHAS. W. CUSHMAN,
CLEMENT A. GRISCOM,
WILLIAM BROCKIE.
[1 23]

FAME INSURANCE COMPANY

No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

DIRECTORS.

Charles Richardson,
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William M. Seyfert,
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Nathan Hilles,
George A. West,
Robert Pearce,
John Kessler, Jr.,
Edward B. Orne,
Charles Stokes,
John W. Everman,
Mordecai Buzby.

CHARLES RICHARDSON, President.
WILLIAM H. RHAWN, Vice-President.
WILLIAMS I. BLANCHARD Secretary. 7 23

INSURANCE.

DELAWARE MUTUAL SAFETY INSURANCE COMPANY. Incorporated by the Legislature of Pennsylvania, 1835.

Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.
MARINE INSURANCES
on Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
on Goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY,
November 1, 1870.

$300,000	United States Six Per Cent Loan (lawful money)	$333,375 00
200,000	State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·50
164,000	State of New Jersey Six Per Cent. Loan	168,920·00
20,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700·00
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Ct. Loan	18,000·00
7,000	State of Tennessee Six Per Ct. Loan	4,200·00
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000·00
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300·00
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·00
261,650	Loans on Bond and Mortgage, first liens on City Properties	261,650·00
$1,260,150	Par. C'st, $1,264,447·34. M'kt v'l	$1,293,557 00
	Real Estate	56,000 50
	Bills Receivable for Insurances made	230,971·27
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375·47
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912·00
	Cash	149,911·73
		$1,820,727·97

DIRECTORS.

Thomas C. Hand,
John C. Davis,
Edmund A. Souder,
Joseph H. Seal,
James Traquair,
Henry Sloan,
Henry C. Dallett, Jr.,
James C. Hand,
William C. Ludwig,
Hugh Craig,
John D. Taylor,
George W. Bernadou,
Wm. C. Houston,
H. Frank Robinson.
Samuel E. Stokes,
William G. Boulton,
Edward Darlington,
H. Jones Brooke,
Edward Lafourcade,
Jacob Riegel,
Jacob P. Jones,
James B. McFarland,
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John B. Semple, Pittsb'rg,
A. B. Berger, Pittsburg,
D. T. Morgan, Pittsburg.

THOMAS C. HAND, President.
JOHN C. DAVIS, Vice-President.
HENRY LYLBURN, Secretary.
HENRY BALL, Assistant Secretary. 2 1 11m

THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.
Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.

CASH Capital (paid up in full)	$200,000·00
CASH Assets, December 1, 1870	$600 288·24

DIRECTORS.

F. Ratchford Starr,
Nalbro Frazier,
John M. Atwood,
Benj. T. Tredick,
George H. Stuart,
John H. Brown,
J. Livingston Erringer,
James L. Claghorn,
Wm. G. Boulton,
Charles Wheeler,
Thomas H. Montgomery,
James M. Aertsen.

F. RATCHFORD STARR, President.
[illegible], Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

REAL ESTATE AT AUCTION.

NOTICE.—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by
THE CENTRAL PASSENGER RAILWAY COMPANY
of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said Mortgage
WILL SELL AT PUBLIC AUCTION,
at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by
MESSRS. THOMAS & SONS, AUCTIONEERS,
at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eights southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, $300; No. 2, $200; No. 3, $300; No. 5, $100, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER, } Trustees.
W. W. LONGSTRETH, }
M. THOMAS & SONS, Auctioneers,
12 5 60t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Genteel two-and-a-half-story brick dwelling, No. 110 Jacoby street, between Race and Cherry streets. On Tuesday, February 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-and-a-half-story brick dwelling, with two-story back building and lot of ground, situate on the west side of Jacoby street, between Race and Cherry streets, No. 110; containing in front on Jacoby street 20 feet, and extending in depth 75 feet. It has the gas introduced, bath, etc. Terms—Cash. Possession 1st of October next.

M. THOMAS & SONS, Auctioneers,
2 4 s3t Nos. 139 and 141 S. FOURTH Street.

PUBLIC SALE—THOMAS & SONS, AUCTIONEERS.—Well secured Ground Rent of $150 a Year. On Tuesday, February 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that well secured redeemable yearly ground rent of $150 a year, clear of taxes, issuing out of all that lot of ground, with the three-story brick store and dwelling thereon erected, situate at the S. W. corner of Cedar and Dickinson streets, Nineteenth ward; containing in front on Cedar street 14 feet, and extending along Dickinson street 60 feet.

M. THOMAS & SONS, Auctioneers,
2 4s3t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS' SALE—Two-story Brick Dwelling, No. 2221 Carpenter street, west of Twenty-second street. On TUESDAY, February 28, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-story brick dwelling and lot of ground, situate on the north side of Carpenter street, 190 feet west of Twenty-second street, No. 2221, containing in front on Carpenter street 15 feet, and extending in depth 75 feet to a 3 feet wide alley, with the privilege thereof. The house contains 6 rooms, Subject to a yearly ground rent of $63.

M. THOMAS & SONS, Auctioneers,
2 4 s3t Nos. 139 and 141 S. FOURTH Street.

LUMBER

1871 SPRUCE JOIST. 1871
SPRUCE JOIST.
HEMLOCK
HEMLOCK.

1871 SEASONED CLEAR PINE. 1871
SEASONED CLEAR PINE.
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR.

1871 FLORIDA FLOORING. 1871
FLORIDA FLOORING.
CAROLINA FLOORING.
VIRGINIA FLOORING.
DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1871 WALNUT BOARDS AND PLANK. 1871
WALNUT BOARDS AND PLANK.
WALNUT BOARDS.
WALNUT PLANK.

1871 UNDERTAKERS' LUMBER. 1871
UNDERTAKERS' LUMBER.
RED CEDAR.
WALNUT AND PINE.

1871 SEASONED POPLAR. 1871
SEASONED CHERRY.
ASH.
WHITE OAK PLANK AND BOARDS,
HICKORY.

1871 CIGAR BOX MAKERS' 1871
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW.

1871 CAROLINA SCANTLING. 1871
CAROLINA H. T. SILLS.
NORWAY SCANTLING.

1871 CEDAR SHINGLES. 1871
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
No. 2500 SOUTH Street.
11 5

PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼
SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
11 30 6m No. 1715 RIDGE Avenue, north of Poplar St.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season. [illegible] CHESNUT Street, next door to the Post Office. [illegible]

OUR RELIGIOUS COLUMN.

YES! RESCUED SOUL!

Yes! rescued soul—cry, cry aloud,
And weep warm tears of joy—
Snatch'd from the horrors of the pit
Wide-yawning to destroy.

Fall at the feet of Him as dead
Who gives thee pardon free;
Thou dost not—canst not—may not know
From what He saveth thee!

O could'st thou for one moment view
That gulf of darkness drear,
Where Love's dear glances never beam,
Nor fails sweet Pity's tear.

Could'st thou but see the stony brows
Enthroning black despair,
And hearing the agonizing shriek
Of—"Lost!"—wild ringing there.

How would'st thou bless the mighty grasp
That held thee back from thence;
Low weeping at the Saviour's feet
In gratitude immense!

Yes—rescued sinner—cry aloud!
And weep warm tears of joy:
Saved from the second death, thy soul
No spoiler shall destroy!

GOD'S LAW GOD'S WILL.

The root of each man's character is either love of God, or enmity against God. No man can doubt this who accepts without question the testimony of revelation; and they who look most deeply and closely into life as it is will be least inclined to doubt it. From these opposite principles come, on the one hand, the disposition to bring God near, and, on the other, the disposition to thrust Him far away. Love longs for its object, wishes it near, would see it, hear it, handle it, embrace it. To love, separation is intolerable. It chafes at distance. It never rests till it rests in its beloved.

Not so enmity. Its very nature is to thrust off, to put away, to drive from sight and hearing and thought, nay, even from existence, its object. Separation it demands. Hated companionship it cannot brook. It cries out rather for isolation. Love and enmity, as toward God, take no other than this their normal course. God's child, because of the love that dwells and reigns in his heart, delights in his Father's presence, hears quickly and recognizes gladly the Father's voice, sees everywhere and in all things the *hand* of the Great Person, the tokens of His presence, the expression of His power and wisdom and goodness. But with peculiar and growing delight does he regard the great law of right as but the will and pleasure of his beloved Lord. Conscience comes readily to refer to that Person in all forms of its action. Its peace is but the assurance of the Divine favor, the consciousness of Divine acceptance. Its distress is consciousness of having grieved and injured a Father. Its aspiration is to enjoy complete and everlasting fellowship with God. The truth of this is attested no less in the literature of the Church and the general testimony of Christians than in Scripture.

SUMMARY OF CHURCH NEWS.

BAPTIST.

—The First African Baptist Church in Richmond, Virginia, is supposed to have a larger membership than any other on the continent, if not in Christendom. It has thirty deacons, and numbers on its records more than 4000, with over 3000 resident members.

—In the new Michigan Avenue Baptist Church, Chicago, the price of the pews is put at the uniform rate of $1·25 per month for each sitting throughout the house, the first choice of pews being given to the person offering to pay the rent of the greatest number of seats. Out of the surplus arising from such extra rentals provision will be made for the assistance of those who are not able to pay a full rental.

—In most of the Baptist churches in Boston a blessed work is in progress. The Union Temple, Harvard street, Clarendon street, Charles street, Bowdoin Square, and Ruggles Street churches are all sharers in the good work. Broadway Church, in Cambridgeport, is enjoying a season of refreshing. A goodly number of the members of the Sabbath-school give evidence of a change of heart.

—In Bellerica, Mass., Mr. Talbott, a Unitarian, gives the church, and part of the furnishing of the same, amounting to $11,500; also the lot on which the church stands, worth, as is estimated, $500; in all, $12,000. We learn, on good authority, that Mr. Talbott, who has already contributed toward the support of Baptist preaching $300 annually, has made permanent provision by which the income of $5000 goes, every year, toward the same end—making the aggregate of his donations to this society and church really $17,000.

PRESBYTERIAN.

—A very interesting work of grace is reported in the Presbyterian Church, Shelbyville, Tenn., under the pastoral care of the Rev. J. H. Bryson. It is stated that some sixty persons have been hopefully converted, and about fifty have united with the Presbyterian Church.

—The *Christian Observer* says:—"During the past week tidings have been received of the death of two highly esteemed and useful ministers of the Synod of Kentucky—the Rev. W. D. Symington and the Rev. John G. Simrall."

—The Rev. R. H. Kinnaird, of Raymond, Mississippi, has accepted a call to the church at Midway, Kentucky.

—The Presbyterian church at Little Rock, Ark. (Rev. T. R. Welch's), is now entirely out of debt. This house cost about $40,000; and on the first Sabbath in this year the last instalment of the indebtedness upon it ($4000) was very cheerfully paid by the congregation. On the same day fifteen persons were added to the church—eight by examination and seven by certificate.

—The Rev. J. W. Sproull, a son of the Rev. Dr. Sproull, of the Theological Seminary of the Reformed Presbyterian Church, (Old Light), in Allegheny, Pa., has been unanimously called to become the pastor of a new congregation of that church, which has lately been organized in that city, under the name of the Central Church. It commences with one hundred and ten members.

EPISCOPAL.

—Bishop Coxe, of Western New York, has enjoined upon the clergy of his diocese the use of the gown instead of the surplice when preaching.

—St. James' Church, Chicago, has erected a memorial monument to the soldiers of its congregation who died in the late war. It stands in the church vestibule, and cost $4600.

—The Rev. Orby Shipley, who may be regarded as the President of the new Liberation Society recently organized by the Ritualists in England, says:—"A free Church is the only antitype to a free State. Our present position (that of subjection to the State) I do not hesitate to stigmatize as utterly anomalous, scandalously unjust, and undeniably godless. It is a violation of all consistency, that an emancipated nation should either hold in subjection or be held in subjection to a Church still politically enslaved.

—32 natives were recently ordained to the work of the ministry in the Episcopal Church in the province of Tinnevelly, India. A native preached the ordination sermon.

CONGREGATIONAL.

—The Rev. A. T. Sherrill was installed pastor of the Congregational Church at Omaha, Nebraska, on the 24th of January, being the first pastor of his denomination installed in the State.

—It is found the present Divinity Seminary building at Yale College will not accommodate future classes, and the theological professors are making an effort to raise funds for a new building.

—The new missionary brig Morning Star, now being built in Boston, to take the place of the one wrecked on one of the Micronesian islands last year, is 97 feet long. A female figure in white robes, fringed with gold, and an open book in her right hand, ornaments the bow. On one page of the book are the words *light, love, life.*

—Rev. Dr. E. T. Fitch, Professor of Divinity at Yale College, died at New Haven on Tuesday evening, January 31.

METHODIST.

—The treasury of the Methodist Episcopal Mission Society showed a deficit last December of $115,656. A strong call has been issued from the Mission rooms urging the denomination to a contribution of not less than a million of dollars.

—The Methodist Episcopal Church of the United States, which has a flourishing mission in Northern India, has recently established a college at Lucknow, one of the scenes of the fearful mutiny of 1857; and a missionary of that Church has given twenty thousand dollars towards its endowment. This gift shows what missionaries themselves think of the work as an investment.

REFORMED DUTCH.

—In the course of seven years, under the energetic administration of President Campbell, $242,900 have been added to the endowment of the college, and no one has ever been heard to complain that a dollar of this large addition to the funds of the college has been injudiciously expended.

EDUCATIONAL.

HARVARD UNIVERSITY,

CAMBRIDGE, MASS.,

Comprises the following Departments:—

Harvard College, the University Lectures, Divinity School, Law School, Medical School, Dental School, Lawrence Scientific School, School of Mining and Practical Geology, Bussey Institution (a School of Agriculture and Horticulture), Botanic Garden, Astronomical Observatory, Museum of Comparative Zoology, Peabody Museum of Archæology, Episcopal Theological School.

The next academic year begins on September 28, 1871.

The first examination for admission to Harvard College will begin June 29, at 8 A. M. The second examination for admission to Harvard College, and the examinations for admission to the Scientific and Mining Schools, will begin September 28. The requisites for admission to the College have been changed this year. There is now a mathematical alternative for a portion of the classics. A circular describing the new requisites and recent examination papers will be mailed on application.

UNIVERSITY LECTURES.—Thirty-three courses in 1870-71, of which twenty begin in the week February 12-19. These lectures are intended for graduates of colleges, teachers, and other competent adults (men or women). A circular describing them will be mailed on application.

THE LAW SCHOOL has been reorganized this year. It has seven instructors, and a library of 16,000 volumes. A circular explains the new course of study, the requisites for the degree, and the cost of attending the school. The second half of the year begins February 13.

For catalogues, circulars, or information, address J. W. HARRIS,
2 6 3m Secretary.

WASHINGTON COLLEGE,

VIRGINIA,

GENERAL G. W. CUSTIS LEE, PRESIDENT,
WITH FOURTEEN PROFESSORS.

The Spring Term of the present season begins on the

FIRST OF FEBRUARY.

The rearrangement of classes then made enables students to enter the several schools with advantage. Students entering at this time pay only half fees.

All the ACADEMIC SCHOOLS of the College, as well as the Professional Schools of LAW and ENGINEERING, are in full operation.

For further information, address

WILLIAM DOLD,
Clerk of Faculty, Lexington, Va.
January 1, 1871. 1 17 6w

EDGEHILL SCHOOL

MERCHANTVILLE, N. J.,

Four Miles from Philadelphia.

The session commenced MONDAY, January 9, 1871.

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YOUNG MEN AND BOYS' ENGLISH AND CLASSICAL INSTITUTE, No. 1908 MT. VERNON street, Rev. JAMES G. SHINN, A. M., Principal. 12 31 smtu2m

WATCHES, JEWELRY, ETC.

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Agent for STEVENS' PATENT TOWER CLOCKS, both Remontoir & Graham Escapement, striking hour only, or striking quarters, and repeating hour on full chime.

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WILLIAM B. WARNE & CO.,
Wholesale Dealers in
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SILVER WARE,
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S. E. corner SEVENTH and CHESNUT Streets.

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NOS. 323 AND 331 SOUTH STREET,

FANCY AND MOURNING MILLINERY, CRAPE VEILS.

Ladies' and Misses' Crape, Felt, Gimp, Hair, Satin, Silk, Straw and Velvets, Hats and Bonnets, French Flowers, Hat and Bonnet Frames, Capes, Laces, Silks, Satins, Velvets, Ribbons, Sashes, Ornaments and all kinds of Millinery Goods. 1 4

IMPERIAL FIRE INSURANCE CO.,

LONDON.

ESTABLISHED 1803.

Paid-up Capital and Accumulated Funds,

$8,000,000 IN GOLD.

PREVOST & HERRING, Agents,
No. 107 S. THIRD Street, Philadelphia.
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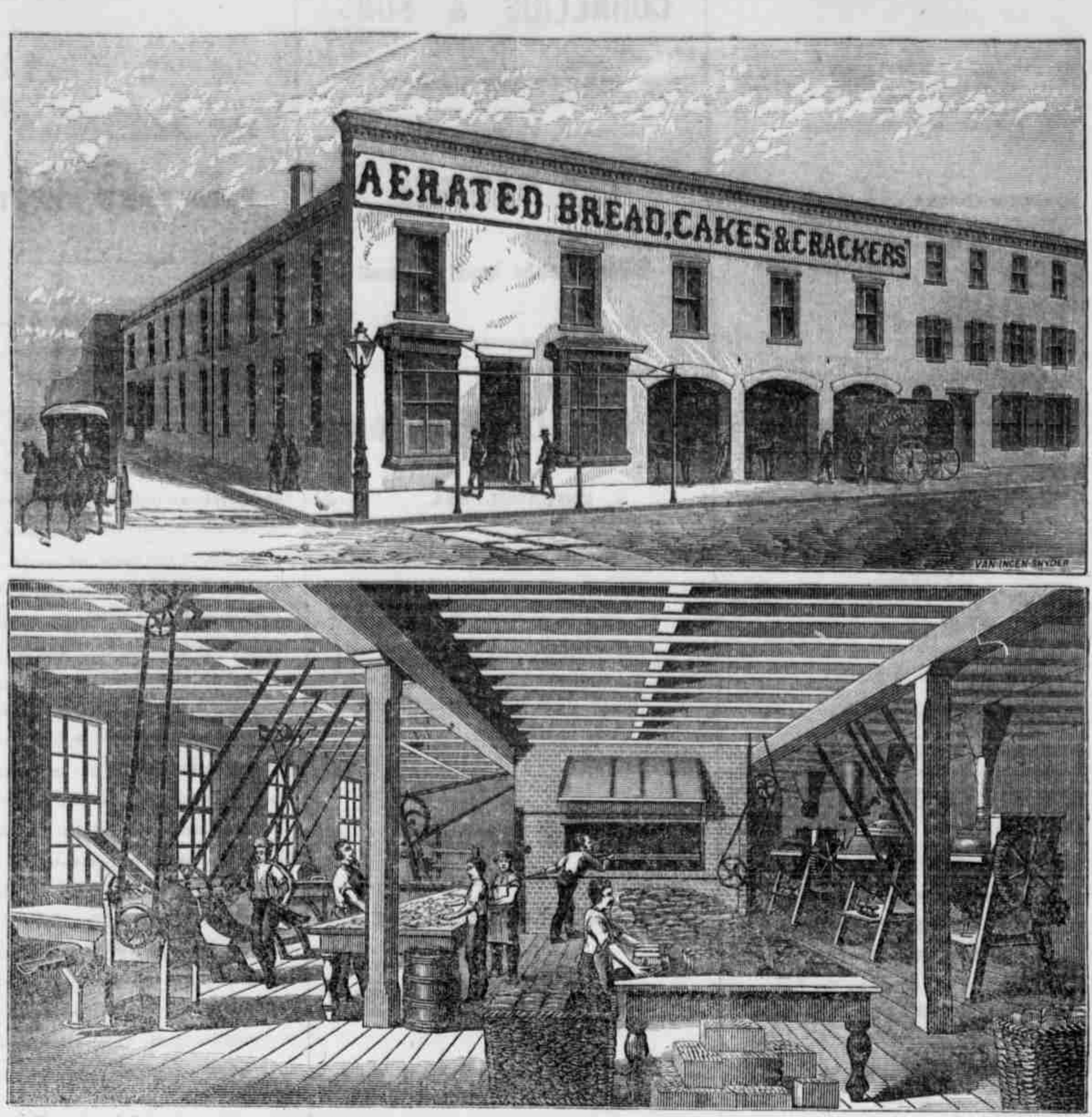

Front and Interior view of FULLER'S AERATED BREAD & CRACKER BAKERY, 16 S. 18th Street, Phila

WHAT KIND OF BREAD IS THE BEST?

Aerated Bread is the Purest, Healthiest, Sweetest, Cleanest, Most Nutritious, and Cheapest Ever Made.

READ THE PROOF.

The sample of *Aerated Bread* submitted to me has been subjected to careful analysis, and I find it free from all traces of any deleterious substances or impurity, is perfectly light, pleasant to the taste, free from all acidity, and easy of digestion. The fact that it is made without yeast renders it better fitted for dyspeptic stomachs than bread made in the ordinary way. The great care taken in maintaining perfect cleanliness during the manufacture, the dough not being allowed to come in contact with the workmen's hands even for a moment, should satisfy the most fastidious. For obvious hygienic reasons, in its influence on the public health it is beyond doubt the best of all forms of bread.

WM. E. A. AIKIN,
Oct. 7, 1869. Professor of Chemistry and Pharmacy, University of Maryland.

Professor George Hadly, M. D., of Buffalo Medical College, speaking of Aerated Bread, says:—"I have used it constantly in my family for several years, and regard it as in all respects the best and most wholesome bread ever made."

The celebrated Dr. Alcott, in his lectures on Life and Health, says:—"Neither leaven nor yeast ought ever to have been known. They are a filthy concern; besides, fermented bread is a semi-putrid bread; that is, it has advanced one step on the highway to *Putrefaction.* In fermentation, a portion of the saccharine matter, *the life or vitality* of the bread, is lost. There is from 7 to 10 per cent. more nutrition in the same weight, by chemical test."

Bread furnished for charitable purposes at a low price.

CAKES and CRACKERS, the best in the city. *Extra liberal discount to country trade.* Sold by all grocers throughout the city.

D. B. FULLER, No. 16 South EIGHTEENTH Street.

INSURANCE.

1829. CHARTER PERPETUAL. 1871.

Franklin Fire Insurance Company
OF PHILADELPHIA.

Office, Nos. 435 and 437 CHESNUT St.

Assets Jan. 1, '71, $3,087,452'35

CAPITAL .... $400,000·00
ACCRUED SURPLUS AND PREMIUMS .. 2,687,452·35

INCOME FOR 1871, $1,200,000.
LOSSES PAID IN 1870, $272,881·70.

Losses Paid Since 1829 Nearly $6,000,000.

The Assets of the "FRANKLIN" are all invested in solid securities (over $2,750,000 in First Bonds and Mortgages), which are all interest bearing and dividend paying. The Company holds no Bills Receivable taken for Insurances effected.

Perpetual and Temporary Policies on Liberal Terms. The Company also issues policies upon the Rents of all kinds of Buildings, Ground Rents and Mortgages.

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THEODORE M. REGER, Assistant Secretary.

FIRE ASSOCIATION

INCORPORATED MARCH 17, 1820.
OFFICE,
No. 34 NORTH FIFTH STREET,
INSURE
BUILDINGS, HOUSEHOLD FURNITURE, AND
MERCHANDISE GENERALLY
From Loss by fire (in the City of Philadelphia only)
ASSETS, JANUARY 1, 1870, $1,705,319 07.

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George I. Young,
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THE PENNSYLVANIA FIRE INSURANCE COMPANY.

Incorporated 1825—Charter Perpetual.
No. 510 WALNUT Street, opposite Independence Square.

This Company, favorably known to the community for over forty years, continues to insure against loss or damage by fire on Public or Private Buildings, either permanently or for a limited time. Also on Furniture, Stocks of Goods, and Merchandise generally, on liberal terms.

Their Capital, together with a large Surplus Fund, is invested in the most careful manner, which enables them to offer to the insured an undoubted security in the case of loss.

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DANIEL SMITH, JR., President.
WM. G. CROWELL, Secretary. 3 30

INSURANCE.

Fire, Inland, and Marine Insurance.

INSURANCE COMPANY
OF
NORTH AMERICA,

Incorporated 1794.

CAPITAL $500,000
ASSETS January 1, 1871 .. $3,050,536

Receipts of Premiums, '70 .... $2,096,154
Interests from Investments, 1870 .. 137,150
$2,233,304

Losses paid in 1870 .... $1,136,041

STATEMENT OF THE ASSETS.

First Mortgages on Philadelphia City Property	$834,950
United States Government Loans	325,932
Pennsylvania State Loans	169,310
Philadelphia City Loans	200,000
New Jersey and other State Loans and City Bonds	225,510
Philadelphia and Reading Railroad Co., other Railroad Mortgage Bonds and Loans	368,245
Philadelphia Bank and other Stocks	62,486
Cash in Bank	281,048
Loans on Collateral Security	31,434
Notes receivable and Marine Premiums unsettled	438,420
Accrued Interest and Premium in course of transmission	63,201
Real estate, Office of the Company	30,000
	$3,050,536

Certificates of Insurance issued, payable in London at the Counting House of Messrs. BROWN, SHIPLEY & CO.

ARTHUR G. COFFIN,
PRESIDENT.
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EDW. S. CLARKE,
T. CHARLTON HENRY,
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CHAS. W. CUSHMAN,
CLEMENT A. GRISCOM,
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No. 809 CHESNUT Street.
INCORPORATED 1856. CHARTER PERPETUAL.
CAPITAL $200,000.
FIRE INSURANCE EXCLUSIVELY.
Insurance against Loss or Damage by Fire either Perpetual or Temporary Policies.

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Office S. E. corner of THIRD and WALNUT Streets, Philadelphia.

MARINE INSURANCES
on Vessels, Cargo, and Freight to all parts of the world.
INLAND INSURANCES
on Goods by river, canal, lake, and land carriage to all parts of the Union.
FIRE INSURANCES
on Merchandise generally; on Stores, Dwellings, Houses, etc.

ASSETS OF THE COMPANY,
November 1, 1870.

$300,000	United States Six Per Cent Loan (lawful money)	$333,375 00
200,000	State of Pennsylvania Six Per Cent. Loan	214,000·00
200,000	City of Philadelphia Six Per Cent. Loan (exempt from Tax)	204,162·50
164,000	State of New Jersey Six Per Cent. Loan	168,920·00
20,000	Pennsylvania Railroad First Mortgage Six Per Ct. Bonds	20,700·00
25,000	Pennsylvania Railroad Second Mortgage Six Per Ct. Bonds	25,250·00
25,000	Western Pennsylvania Railroad Mortgage Six Per Cent. Bonds (Pennsylvania Railroad guarantee)	20,000·00
30,000	State of Tennessee Five Per Ct. Loan	18,000·00
7,000	State of Tennessee Six Per Ct. Loan	4,200·00
12,500	Pennsylvania Railroad Company (250 Shares Stock)	15,000·00
5,000	North Pennsylvania Railroad Company (100 Shares Stock)	4,300·00
10,000	Philadelphia and Southern Mail Steamship Company (80 sh's Stock)	4,000·00
261,650	Loans on Bond and Mortgage, first liens on City Properties	261,650·00
$1,260,150	Par. C'st, $1,264,447·34. M'k't v'l	$1,293,557 00
	Real Estate	56,000 50
	Bills Receivable for Insurances made	230,971·27
	Balances due at Agencies—Premiums on Marine Policies—Accrued Interest and other debts due the Company	93,375·47
	Stock and Scrip, etc., of sundry corporations, $7950, estimated value	3,912·00
	Cash	142,911·73
		$1,820,727·97

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JOHN C. DAVIS, Vice-President.
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THE ENTERPRISE INSURANCE CO. OF PHILADELPHIA.

Office S. W. cor. FOURTH and WALNUT Streets.
FIRE INSURANCE EXCLUSIVELY.
PERPETUAL AND TERM POLICIES ISSUED.
CASH Capital (paid up in full) .... $200,000·00
CASH Assets, December 1, 1870 .... $600,388·24

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Benj. T. Tredick,
George H. Stuart,
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THOMAS H. MONTGOMERY, Vice-President.
ALEX. W. WISTER, Secretary.
JACOB E. PETERSON, Assistant Secretary.

REAL ESTATE AT AUCTION.

NOTICE.—BY VIRTUE AND IN EXECUTION of the powers contained in a Mortgage executed by
THE CENTRAL PASSENGER RAILWAY COMPANY
of the city of Philadelphia, bearing date of eighteenth of April, 1863, and recorded in the office for recording deeds and mortgages for the city and county of Philadelphia, in Mortgage Book A. C. H., No. 56, page 465, etc., the undersigned Trustees named in said Mortgage
WILL SELL AT PUBLIC AUCTION,
at the MERCHANTS' EXCHANGE, in the city of Philadelphia, by
MESSRS. THOMAS & SONS, AUCTIONEERS,
at 12 o'clock M., on TUESDAY, the fourteenth day of February, A. D. 1871, the property described in and conveyed by the said Mortgage, to wit:—

No. 1. All those two contiguous lots or pieces of ground, with the buildings and improvements thereon erected, situate on the east side of Broad street, in the city of Philadelphia, one of them beginning at the distance of nineteen feet seven inches and five-eighths southward from the southeast corner of the said Broad and Coates streets; thence extending eastward at right angles with said Broad street eighty-eight feet one inch and a half to ground now or late of Samuel Miller; thence southward along said ground, and at right angles with said Coates street, seventy-two feet to the northeast corner of an alley, two feet six inches in width, leading southward into Penn street; thence westward, crossing said alley and along the lot of ground hereinafter described and at right angles with said Broad street, seventy-nine feet to the east side of the said Broad street; and thence northward along the east line of said Broad street seventy-two feet to the place of beginning. Subject to a ground-rent of $280, silver money.

No. 2. The other of them situate at the northeast corner of the said Broad street and Penn street, containing in front or breadth on the said Broad street eighteen feet, and in length or depth eastward along the north line of said Penn street seventy-four feet and two inches, and on the line of said lot parallel with said Penn street, seventy-six feet five inches and three-fourths of an inch to said two feet six inches wide alley. Subject to ground rent of $72, silver money.

No. 3. All that certain lot or piece of ground beginning at the southeast corner of Coates street and Broad street, thence extending southward along the said Broad street nineteen feet seven inches and five-eighths of an inch; thence eastward eighty feet one inch and one-half of an inch; thence northward, at right angles with said Coates street, nine feet to the south side of Coates street, and thence westward along the south side of said Coates street ninety feet to the place of beginning.

No. 5. The whole road, plank road and railway of the said The Central Passenger Railway Company of the city of Philadelphia, and all their land (not included in Nos. 1, 2 and 3), roadway, railway, rails, right of way, stations, toll-houses and other superstructures, depots, depot grounds and other real estate, buildings and improvements whatsoever, and all and singular the corporate privileges and franchises connected with said company and plank road and railway and relating thereto, and all the tolls, income issues and profits to accrue from the same or any part thereof belonging to said company, and generally all the tenements, hereditaments and franchises of the said company. And also all the cars of every kind (not included in No. 4), machinery, tools, implements and materials connected with the proper equipment, operating and conducting of said road, plank road and railway; and all the personal property of every kind and description belonging to the said company.

Together with all the streets, ways, alleys, passages, waters, water-courses, easements, franchises, rights, liberties, privileges, hereditaments, and appurtenances whatsoever, unto any of the above-mentioned premises and estates belonging and appertaining, and the reversions and remainders, rents, issues, and profits thereof, and all the estate, right, title, interest, property, claim, and demand of every nature and kind whatsoever of the said company, as well at law as in equity of, in, and to the same and every part and parcel thereof.

TERMS OF SALE.

The properties will be sold in parcels as numbered. On each bid there shall be paid at the time the property is struck off—On No. 1, $300; No. 2, $200; No. 3, $300; No. 5, $100, unless the price is less than that sum, when the whole sum bid shall be paid.

W. L. SCHAFFER,
W. W. LONGSTRETH, } Trustees.
M. THOMAS & SONS, Auctioneers,
12 5 60t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE.—THOMAS & SONS' SALE.—Genteel two-and-a-half-story brick dwelling, No. 110 Jacoby street, between Race and Cherry streets. On Tuesday, February 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-and-a-half-story brick dwelling, with two-story back building and lot of ground, situate on the west side of Jacoby street, between Race and Cherry streets, No. 110; containing in front on Jacoby street 20 feet, and extending in depth 75 feet. It has the gas introduced, bath, etc. Terms—Cash. Possession 1st of October next.

M. THOMAS & SONS, Auctioneers,
2 4 s3t Nos. 139 and 141 S. FOURTH Street.

PUBLIC SALE—THOMAS & SONS, AUCTIONEERS.—Well secured Ground Rent of $150 a Year. On Tuesday, February 21, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that well secured redeemable yearly ground rent of $150 a year, clear of taxes, issuing out of all that lot of ground, with the three-story brick store and dwelling thereon erected, situate at the S. W. corner of Cedar and Dickinson streets, Nineteenth ward; containing in front on Cedar street 14 feet, and extending along Dickinson street 60 feet.

M. THOMAS & SONS, Auctioneers,
2 4s3t Nos. 139 and 141 S. FOURTH Street.

REAL ESTATE—THOMAS & SONS' SALE—Two-story Brick Dwelling, No. 2221 Carpenter street, west of Twenty-second street. On TUESDAY, February 28, 1871, at 12 o'clock, noon, will be sold at public sale, at the Philadelphia Exchange, all that two-story brick dwelling and lot of ground, situate on the north side of Carpenter street, 190 feet west of Twenty-second street, No. 2221, containing in front on Carpenter street 15 feet, and extending in depth 75 feet to a 3 feet wide alley, with the privilege thereof. The house contains 6 rooms. Subject to a yearly ground rent of $63.

M. THOMAS & SONS, Auctioneers,
2 4 s3t Nos. 139 and 141 S. FOURTH Street.

LUMBER

1871 SPRUCE JOIST. 1871
SPRUCE JOIST.
HEMLOCK.
HEMLOCK.

1871 SEASONED CLEAR PINE. 1871
SEASONED CLEAR PINE.
CHOICE PATTERN PINE.
SPANISH CEDAR, FOR PATTERNS.
RED CEDAR.

1871 FLORIDA FLOORING. 1871
FLORIDA FLOORING.
CAROLINA FLOORING.
VIRGINIA FLOORING.
DELAWARE FLOORING.
ASH FLOORING.
WALNUT FLOORING.
FLORIDA STEP BOARDS.
RAIL PLANK.

1871 WALNUT BOARDS AND PLANK. 1871
WALNUT BOARDS AND PLANK.
WALNUT BOARDS.
WALNUT PLANK.

1871 UNDERTAKERS' LUMBER. 1871
UNDERTAKERS' LUMBER.
RED CEDAR.
WALNUT AND PINE.

1871 SEASONED POPLAR. 1871
SEASONED CHERRY.
ASH.
WHITE OAK PLANK AND BOARDS.
HICKORY.

1871 CIGAR BOX MAKERS' 1871
CIGAR BOX MAKERS'
SPANISH CEDAR BOX BOARDS,
FOR SALE LOW.

1871 CAROLINA SCANTLING. 1871
CAROLINA H. T. SILLS.
NORWAY SCANTLING.

1871 CEDAR SHINGLES. 1871
CYPRESS SHINGLES.
MAULE, BROTHER & CO.,
11 No. 2500 SOUTH Street.

PANEL PLANK, ALL THICKNESSES.—
COMMON PLANK, ALL THICKNESSES.
1 COMMON BOARDS.
1 and 2 SIDE FENCE BOARDS.
WHITE PINE FLOORING BOARDS.
YELLOW AND SAP PINE FLOORINGS, 1¼ and 4¼ SPRUCE JOIST, ALL SIZES.
HEMLOCK JOIST, ALL SIZES.
PLASTERING LATH A SPECIALTY.

Together with a general assortment of Building Lumber for sale low for cash. T. W. SMALTZ,
11 30 5m No. 1715 RIDGE Avenue, north of Poplar St.

HATS AND CAPS.

WARBURTON'S IMPROVED VENTILATED and easy-fitting DRESS HATS (patented), in all the improved fashions of the season, CHESNUT Street, next door to the Post Office. 7 9

SHIPPING.

LORILLARD STEAMSHIP COMPAN

FOR NEW YORK,

SAILING TUESDAYS, THURSDAYS, AND SATURDAYS AT NOON,

are now receiving freight at winter rates, commencing December 28. All goods shipped on and after this date will be charged as agreed upon by the agents of this company.

INSURANCE ONE-EIGHTH OF ONE PER CENT.

No bill of lading or receipt signed for less than fifty cents, and no insurance effected for less than one dollar premium.

For further particulars and rates apply at Company's office, Pier 33 East river, New York, or to

JOHN F. OHL,
PIER 19 NORTH WHARVES.

N. B.—Extra rates on small packages iron, metals, etc. 2 8 §

NATIONAL STEAMSHIP LINE.—Steam to and from NEW YORK, LIVERPOOL, AND QUEENSTOWN.

Steamers sail WEDNESDAY, THURSDAY, and SATURDAY.

Cabin, $75 and $65; Steerage, $28. Excursion tickets, good for one year, liberally reduced. Persons sending for their friends can obtain tickets (Steerage) for $32. Tickets to and from Londonderry and Glasgow by this favorite route at the same low currency rates.

Passengers booked to and from London, Paris, Hamburg, Havre, Bremen, etc., at lowest rates.

NOTE.—The magnificent Ocean Steamships of this line are among the largest in the world, and are celebrated for speed, safety, and comfort. Owing to reduction, rates are now $15 in Cabin and $2 in steerage cheaper than other first-class lines.

For passage, or bank drafts for any amount, payable at sight in all parts of Great Britain, Ireland, and in principal cities of Norway, Sweden, Denmark, France, Germany, and Italy, apply to

WALLER & CO., Agents,
1 16 *No. 204 WALNUT St., just above Second.*

THE REGULAR STEAMSHIPS ON THE PHILADELPHIA AND CHARLESTON STEAMSHIP LINE are ALONE authorized to issue through bills of lading to interior points South and West in connection with South Carolina Railroad Company.

ALFRED L. TYLER,
Vice-President So. C. RR. Co.

PHILADELPHIA AND SOUTHERN MAIL STEAMSHIP COMPANY'S REGULAR SEMI-MONTHLY LINE TO NEW ORLEANS, La.

The JUNIATA will sail for New Orleans, via Havana, on Tuesday, February 21, at 8 A. M.

The YAZOO will sail from New Orleans, via Havana, on ——, February —.

THROUGH BILLS OF LADING at as low rates as by any other route given to MOBILE, GALVESTON, INDIANOLA, ROCKPORT, LAVACCA, and BRAZOS, and to all points on the Mississippi river between New Orleans and St. Louis. Red river freights reshipped at New Orleans without charge of commissions.

WEEKLY LINE TO SAVANNAH, GA.

The TONAWANDA will sail for Savannah on Saturday, February 11, at 8 A. M.

The WYOMING will sail from Savannah on Saturday, February 11.

THROUGH BILLS OF LADING given to all the principal towns in Georgia, Alabama, Florida, Mississippi, Louisiana, Arkansas, and Tennessee in connection with the Central Railroad of Georgia, Atlantic and Gulf Railroad, and Florida steamers, at as low rates as by competing lines.

SEMI-MONTHLY LINE TO WILMINGTON, N. C.

The PIONEER will sail for Wilmington on Friday, February 10, at 6 A. M. Returning, will leave Wilmington Friday, February 17.

Connects with the Cape Fear River Steamboat Company, the Wilmington and Weldon and North Carolina Railroads, and the Wilmington and Manchester Railroad to all interior points.

Freights for Columbia, S. C., and Augusta, Ga., taken via Wilmington at as low rates as by any other route.

Insurance effected when requested by shippers. Bills of lading signed at Queen street wharf on or before day of sailing.

WILLIAM L. JAMES, General Agent,
6 1§ No. 130 S. THIRD Street.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE, THROUGH FREIGHT AIR LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES.

Steamers leave every SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND THURSDAYS, and NORFOLK SATURDAYS.

No Bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 6 1§

THE ANCHOR LINE STEAMERS Sail every Saturday and alternate Wednesday to and from Glasgow and Derry.

Passengers booked and forwarded to and from all railway stations in Great Britain, Ireland, Germany, Norway, Sweden, or Denmark and America as safely, speedily, comfortably, and cheaply as by any other route or line.

"EXPRESS" STEAMERS.	"EXTRA" STEAMERS.
ANGLIA,	IOWA,
AUSTRALIA,	TYRIAN,
BRITANNIA,	BRITANNIA,
INDIA,	IOWA,
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From Pier 20 North river, New York, at noon.

Rates of Passage, Payable in Currency, to Liverpool, Glasgow, or Derry:—

First cabins, $65 and $75, according to location.

Cabin excursion tickets (good for twelve months), securing best accommodations, $130.

Intermediate, $33; steerage, $28.

Certificates, at reduced rates, can be bought here by those wishing to send for their friends.

Drafts issued, payable on presentation.

Apply at the company's offices to

HENDERSON BROTHERS,
12 27† No. 7 BOWLING GREEN.

FOR NEW YORK, VIA DELAWARE and Raritan Canal.

SWIFTSURE TRANSPORTATION COMPANY.

DESPATCH AND SWIFTSURE LINES.

Leaving daily at 12 M. and 5 P. M.

The steam propellers of this company will commence loading on the 8th of March.

Through in twenty-four hours.

Goods forwarded to any point free of commission.

Freights taken on accommodating terms.

Apply to

WILLIAM M. BAIRD & CO., Agents,
6§ No. 132 South DELAWARE Avenue.

FOR NEW YORK via Delaware and Raritan Canal.

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the line will commence loading on the 8th instant, leaving daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York, North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue
JAMES HAND, Agent,
No. 119 WALL Street, New York. 3 4§

NEW EXPRESS LINE TO ALEXANDRIA, Georgetown, and Washington D. C., via Chesapeake and Delaware Canal, with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South WHARVES.
HYDE & TYLER, Agents at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1

DELAWARE AND CHESAPEAKE STEAM TOW-BOAT COMPANY.

Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
CAPTAIN JOHN LAUGHLIN, Superintendent.
OFFICE, No. 12 South WHARVES,
1 21§ PHILADELPHIA.

DELAWARE AND CHESAPEAKE STEAM TOWBOAT COMPANY.—Barges towed between Philadelphia, Baltimore, Havre-de-Grace, Delaware City, and intermediate points.

WILLIAM P. CLYDE & CO., Agents.
Captain JOHN LAUGHLIN, Superintendent.
Office, No. 12 South Wharves Philadelphia. 4 11§

SHIPPING.

FOR LIVERPOOL AND QUEENSTOWN.—The Inman Line of Royal Mail Steamers are appointed to sail as follows:—

City of Brussels, Saturday, February 11, at 10 A. M.
City of Brooklyn, Saturday, Feb. 18, at 2 P. M.
City of Limerick, via Halifax, Tuesday, Feb. 21, at 1 P. M.
City of Paris, Saturday, Feb. 25, at 10 A. M.

and each succeeding Saturday and alternate Tuesday, from pier No. 45 North river.

RATES OF PASSAGE

By Mail Steamer Sailing every Saturday.

Payable in gold.		Payable in currency.	
First Cabin	$75	Steerage	[illegible]
To London	80	To London	3
To Paris	90	To Paris	3
To Halifax	20	To Halifax	1

Passengers also forwarded to Antwerp, Rotterdam, Sweden, Norway, Denmark, etc., at reduced rates.

Tickets can be bought here at moderate rates by persons wishing to send for their friends.

For further information apply at the company's office.

JOHN G. DALE, Agent, No. 15 Broadway, N. Y.
Or to O'DONNELL & FAULK, Agents,
4 5 No. 402 CHESNUT Street, Philadelphia.

PHILADELPHIA, RICHMOND, AND NORFOLK STEAMSHIP LINE.

THROUGH FREIGHT LINE TO THE SOUTH AND WEST.

INCREASED FACILITIES AND REDUCED RATES FOR 1871.

Steamers leave every WEDNESDAY and SATURDAY, at 12 o'clock noon, from FIRST WHARF above MARKET Street.

RETURNING, leave RICHMOND MONDAYS and THURSDAYS, and NORFOLK TUESDAYS and SATURDAYS.

No bills of Lading signed after 12 o'clock on sailing days.

THROUGH RATES to all points in North and South Carolina, via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.

Freight HANDLED BUT ONCE, and taken at LOWER RATES THAN ANY OTHER LINE.

No charge for commission, drayage, or any expense of transfer.

Steamships insure at lowest rates.

Freight received daily.

State Room accommodations for passengers.

WILLIAM P. CLYDE & CO.,
No. 12 S. WHARVES and Pier 1 N. WHARVES.
W. P. PORTER, Agent at Richmond and City Point.
T. P. CROWELL & CO., Agents at Norfolk. 1 11

FOR SAVANNAH, GEORGIA, THE FLORIDA PORTS, AND THE SOUTH AND SOUTHWEST.

GREAT SOUTHERN FREIGHT AND PASSENGER LINE.

CENTRAL RAILROAD OF GEORGIA AND ATLANTIC AND GULF RAILROAD.

FOUR STEAMERS A WEEK,
TUESDAYS,
THURSDAYS,
AND SATURDAYS.

THE STEAMSHIPS

SAN SALVADOR, Captain Nickerson, from Pier No. 8 North River.

WM. R. GARRISON, Agent,
No. 5 Bowling Green.

MONTGOMERY, Captain Fairclothy, from Pier No 13 North River.

R. LOWDEN, Agent,
No. 93 West street.

LEO, Captain Dearborn, from Pier No. 16 East River.

MURRAY, FERRIS & CO., Agents,
Nos. 61 and 62 South street.

GENERAL BARNES, Captain Mallory, from Pier No. 36 North River.

LIVINGSTON, FOX & CO., Agents,
No. 88 Liberty street.

Insurance by this line ONE-HALF PER CENT.

Superior accommodations for passengers.

Through rates and bills of lading in connection with the Atlantic and Gulf Freight line. 1 6†

Through rates and bills of lading in connection with Central Railroad of Georgia, to all points.

C. D. OWENS,
Agent A. & G. R. R.,
No. 229 Broadway.

GEORGE YONGE,
Agent C. R. R.,
No. 409 Broadway.

WHITE STAR LINE

OCEANIC STEAM NAVIGATION COMPANY'S LINE OF NEW STEAMERS BETWEEN NEW YORK AND LIVERPOOL, CALLING AT CORK, IRELAND.

The company's fleet comprises the following magnificent full-powered ocean steamships, the six largest in the world:—

OCEANIC, Captain Murray.
ATLANTIC, Captain Thompson.
PACIFIC, Captain Perry.
ARCTIC.
BALTIC.
ADRIATIC.

These new vessels have been designed specially for the transatlantic trade and combine speed, safety, and comfort.

Passenger accommodations unrivalled.

Parties sending for their friends in the old country can now obtain prepaid tickets.

Steerage, $32, currency.

Other rates as low as any first-class line.

For further particulars apply to ISMAY, IMRIE & CO., No. 10 WATER Street, Liverpool, and No. 7 EAST INDIA Avenue, LEADENHALL Street, London; or at the company's offices, No. 19 BROADWAY, New York.

1 5† J. H. SPARKS, Agent.

FOR NEW YORK

VIA DELAWARE AND RARITAN CANAL,

EXPRESS STEAMBOAT COMPANY.

The Steam Propellers of the Line will commence loading on the 8th inst., leaving Daily as usual.

THROUGH IN TWENTY-FOUR HOURS.

Goods forwarded by all the lines going out of New York North, East, or West, free of commission.

Freights received at low rates.

WILLIAM P. CLYDE & CO., Agents,
No. 12 S. DELAWARE Avenue.
JAMES HAND, Agent,
No. 119 WALL Street, New York. 1 20

NEW EXPRESS LINE

TO

ALEXANDRIA, GEORGETOWN, AND WASHINGTON, D. C., VIA CHESAPEAKE AND DELAWARE CANAL,

with connections at Alexandria from the most direct route for Lynchburg, Bristol, Knoxville, Nashville, Dalton, and the Southwest.

Steamers leave regularly every Saturday at noon from the first wharf above Market street.

Freight received daily.

WILLIAM P. CLYDE & CO.,
No. 14 North and South Wharves.
HYDE & TYLER, Agents, at Georgetown; M. ELDRIDGE & CO., Agents at Alexandria. 6 1§

FOR ST. THOMAS AND BRAZIL. UNITED STATES AND BRAZIL STEAMSHIP COMPANY.

REGULAR MAIL STEAMERS sailing on the 23d of every month.

MERRIMACK, Captain Wier.
SOUTH AMERICA, Captain E. L. Tinklepaugh.
NORTH AMERICA, Captain G. B. Slocum.

These splendid steamers sail on schedule time, and call at St. Thomas, Para, Pernambuco, Bahia, and Rio de Janeiro, going and returning. For engagements of freight or passage, apply to

WM. R. GARRISON, Agent,
12 10† No. 5 Bowling-green, New York.

CUTLERY, ETC.

RODGERS & WOSTENHOLM'S POCKET KNIVES, Pearl and Stag handles, and beautiful finish; Rodgers', and Wade & Butcher's Razors, and the celebrated Lecoultre Razor; Ladies' Scissors, in cases, of the finest quality; Rodgers' Table Cutlery, Carvers and Forks, Razor Strops, Cork Screws, etc. Ear instruments, to assist the hearing, of the most approved construction, at

P. MADEIRA'S,
No. 115 TENTH Street below Chesnut

J. T. EASTON. M'MAHON.

EASTON & McMAHON,

SHIPPING AND COMMISSION MERCHANTS,
No. 2 COENTIES SLIP, New York,
No. 18 SOUTH WHARVES, Philadelphia,
No. 45 W. PRATT STREET, Baltimore.

We are prepared to ship every description of Freight to Philadelphia, New York, Wilmington, and intermediate points with promptness and despatch. Canal Boats and Steam-tugs furnished at the shortest notice.

COTTON SAIL DUCK AND CANVAS, OF ALL numbers and brands. Tent, Awning, Trunk and Wagon-cover Duck. Also, Paper Manufacturers' Drier Felts, from thirty to seventy-six inches, with Paulins, Belting, Sail Twine, etc.

JOHN W. EVERMAN,
No. 10 CHURCH Street (City Stores)

RAILROAD LINES.

PENNSYLVANIA CENTRAL RAILROAD.

AFTER 8 P. M., SUNDAY, JANUARY 1, 1870.

The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Walnut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE DEPOT.

Pittsburg Express	12·11 A. M.
Mail Train	8·00 A. M.
Lock Haven and Elmira Express	9·40 A. M.
Paoli Accommodation, 10·10 A. M. & 1·10 and	7·10 P. M.
Fast Line	12·40 P. M.
Erie Express	12·40 P. M.
Harrisburg Accommodation	2·30 P. M.
Lancaster Accommodation	4·10 P. M.
Parkesburg Train	5·30 P. M.
Cincinnati Express	8·00 P. M.
Erie Mail and Buffalo Express	9·30 P. M.
Pacific Express	10·10 P. M.
Paoli Accommodation, No 4	11·10 P. M.

Erie Mail leaves daily, running on Saturday night to Williamsport only. On Sunday night passengers will leave Philadelphia at 10·10 P. M.

Cincinnati and Pacific Express leaves daily. All other trains daily except Sunday.

The Western Accommodation Train runs daily, except Sunday. For this train tickets must be procured and baggage delivered by 5 P. M. at No. 116 Market street.

Sunday Train No. 1 leaves Philadelphia at 8·40 A. M.; arrives at Paoli at 9·40 A. M. Sunday Train No. 2 leaves Philadelphia at 6·40 P. M.; arrives at Paoli at 7·40 P. M.

Sunday Train No. 1 leaves Paoli at 6·50 A. M.; arrives at Philadelphia at 8·10 A. M. Sunday Train No. 2 leaves Paoli at 4·50 P. M.; arrives at Philadelphia at 6·20.

TRAINS ARRIVE AT DEPOT.

Cincinnati Express	3·10 A. M.
Philadelphia Express	7·09 A. M.
Erie Mail	7·00 A. M.
Paoli Accommodat'n, 8·20 A. M. & 3·50 &	6·40 P. M.
Parkesburg Train	9·00 A. M.
Fast Line and Buffalo Express	9·40 A. M.
Lancaster Train	12·30 P. M.
Erie Express	5·45 P. M.
Lock Haven and Elmira Express	6·45 P. M.
Pacific Express	3·25 P. M.
Southern Express	6·45 P. M.
Harrisburg Accommodation	9·40 P. M.
Paoli Accommodation, No. 4	10·50 P. M.

For further information apply to

JOHN F. VANLEER, Jr., Ticket Agent.
No. 901 CHESNUT Street.
FRANCIS FUNK, Ticket Agent.
No. 116 MARKET Street.
SAMUEL H. WALLACE,
Ticket Agent at the Depot.

The Pennsylvania Railroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

A. J. CASSATT,
4 29 General Superintendent, Altoona, Pa.

1870.—FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

FROM WALNUT STREET WHARF.

At 7 A. M., Mail and Accommodation, via Camden and Amboy, and at 2·30 P. M., Accommodation, via Camden and Jersey City.

At 2 and 6 P. M., for Amboy and intermediate stations.

At 7 A. M. and 3·30 P. M. for Freehold and Farmingdale.

At 7 and 10 A. M., 12 M., 2, 3·30, and 5 P. M. for Trenton.

At 7 and 10 A. M., 12 M., 2, 3·30, 5, 6, 7, and 11·30 P. M. for Bordentown, Florence, Burlington, Edgewater, Beverly, Delanco, Riverside, Riverton, and Palmyra.

At 7 and 10 A. M., 12 M., 5, 6, 7, and 11·30 P. M., for Fish House.

The 11·30 P. M. line leaves from Market Street Ferry (upper side).

FROM WEST PHILADELPHIA DEPOT.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·30, 6·45 and 12 P. M., New York Express Lines, and at 11·30 P. M., Line, via Jersey City.

At 7·30 and 9·45 A. M., 1·20, 3·10, 5·33, 6·45, and 12 P. M. for Trenton.

At 9·45 A. M. 1·20, 6·45 and 12 P. M. for Bristol.

At 12 P. M. (night) for Morrisville, Tullytown, Schenck's, Eddington, Cornwells, Torresdale, Holmesburg Junction, Tacony, Wissinoming, Bridesburg, and Frankford.

Sunday Lines leave at 9·45 A. M., 6·45 P. M., and 12 night.

FROM KENSINGTON DEPOT.

At 7·30 A. M., 2·30, 3·30, and 5 P. M. for Trenton and Bristol, and at 9·30 A. M. and 6 P. M. for Bristol.

At 7·30 A. M., 2·30, and 5 P. M. for Morrisville and Tullytown.

At 7·30 and 9·30 A. M., 2·30, 5, and 6 P. M. for Schenck's, Eddington, Cornwells, Torresdale, and Holmesburg Junction.

At 7 A. M., 12·30, 5·15, and 7·30 P. M. for Bustleton, Holmesburg, and Holmesburg Junction.

At 7 and 9·30 A. M., 12·30, 2·30, 5·15, 6, and 7·30 P. M. for Tacony, Wissinoming, Bridesburg, and Frankford.

VIA BELVIDERE DELAWARE RAILROAD.

At 7·30 A. M. for Niagara Falls, Buffalo, Dunkirk, Elmira, Rochester, Syracuse, Great Bend, Wilkesbarre, Schooley's Mountain, etc.

At 7·30 A. M. and 3·30 P. M. for Scranton, Stroudsburg, Water Gap, Belvidere, Easton, Lambertville, Flemington, etc.

At 5 P. M. for Lambertville and intermediate stations.

FROM MARKET STREET FERRY (UPPER SIDE),
VIA NEW JERSEY SOUTHERN RAILROAD.

At 11 A. M. for New York, Long Branch, and intermediate places.

VIA CAMDEN AND BURLINGTON COUNTY RAILROAD.

At 6·45 and 11 A. M., 1, 2·30, 3·30, 5, and 6·30 P. M., and on Thursday and Saturday nights at 11·30 P. M. for Merchantsville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.

At 6·45 A. M., 2·30 and 6·30 P. M. for Lumberton and Medford.

At 6·45 and 11 A. M., 3·30, 5, and 6·30 P. M. for Smithville, Ewansville, Vincentown, Birmingham, and Pemberton.

At 6·45 A. M., 1 and 3·30 P. M. for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

Dec. 12, 1870. WM. H. GATZMER, Agent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.—CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—Leave Philadelphia from depot of P. W. & B. R. R., corner Broad street and Washington avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.

For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.

For Oxford Wednesdays and Saturdays only at 2·30 P. M.

For Chadd's Ford and Chester Creek Railroad at 7 A. M., 10 A. M., 4·30 P. M., and 7 P. M. Wednesdays and Saturdays only 2·30 P. M.

Train leaving Philadelphia at 7 A. M. connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 7 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 A. M., 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M., 11·58 A. M., 3·55 P. M., and 6·49 P. M. Sundays 6·49 P. M. only.

Passengers are allowed to take wearing apparel only as baggage, and the company will not in any case be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same.

HENRY WOOD,
10 3 General Superintendent.

PHILADELPHIA AND ERIE RAILROAD.—The trains on the Philadelphia and Erie Railroad will run as follows from the Pennsylvania Railroad Depot, West Philadelphia:—

WESTWARD.

MAIL TRAIN leaves Philadelphia	9·40 P. M.
" " Williamsport	7·25 A. M.
" " arrives at Erie	7·40 P. M.
ERIE EXPRESS leaves Philadelphia	12·20 A. M.
" " Williamsport	8·50 P. M.
" " arrives at Erie	7·40 A. M.
ELMIRA MAIL leaves Philadelphia	9·30 A. M.
" " Williamsport	6·35 P. M.
" " arrives at Lock Haven	7·50 P. M.

EASTWARD.

MAIL TRAIN leaves Erie	9·00 A. M.
" " Williamsport	10·05 P. M.
" " arrives at Philadelphia	6·50 A. M.
ERIE EXPRESS leaves Erie	9·00 P. M.
" " Williamsport	8·25 A. M.
" " arrives at Philadelphia	5·30 P. M.
ELMIRA MAIL leaves Lock Haven	8·15 A. M.
" " Williamsport	9·25 A. M.
" " arrives at Philadelphia	5·30 P. M.
BUFFALO EXP. leaves Williamsport	12·35 A. M.
" " Sunbury	2·39 A. M.
" " arrives at Philadelphia	9·40 A. M.

Express, Mail, and Accommodation, east and west, connect at Corry, and all west bound trains and Mail and Accommodation east at Irvineton with Oil Creek and Allegheny River Railroad.

WM. A. BALDWIN, General Superintendent.

RAILROAD LINES.

PHILADELPHIA AND READING RAILROAD

Depot, THIRTEENTH and CALLOWHILL Streets. Until further notice trains will Leave and Arrive as follows:—

TRAINS LEAVE.	A. M.	TRAINS ARRIVE.	A. M.
Read'g & Allent'n Way	7·30	Pottstown Accomm.	9·15
Harrisb'g & Potts'e Ex	8·15	Read'g & Pottsv'e Ac.	10·20
Phila. & Potts'e Way Train	12·30	Harrisb'g & Potts'e Ex	1·00
	P. M.		P. M.
Harrisb'g & Potts'e Ex	3·30	Phila. & Pottsv'e W. Train	4·30
Pottstown Accommo.	4·00	Harrisbg & Potts'e Ex	7·00
Read'g & Pottsv'e Ac.	4·45	Harrisbg, Pottsville, and Allentown Ac.	9·10
ON SUNDAYS.	A. M.	ON SUNDAYS.	A. M.
To Reading	8·00	From Pottsville	11·35
	P. M.		P. M.
To Pottsville	3·15	From Reading	7·25

The Sunday trains connect with similar trains on the Perkiomen and Colebrookdale Railroads.

For Downingtown and points on Chester Valley Railroad, take 7·30 a. m., 12·30 noon, and 4 p. m.

For Schwenksville and points on Perkiomen Railroad, take 7·30 a. m. 12·30 noon, and. 4 p. m.

For Mt. Pleasant and points on Colebrookdale Railroad take 7·30 a. m. and 4·00 p. m.

N. Y. EXPRESS FOR PITTSBURG AND WEST.

Trains leave New York at 9·00 a. m. and 5·00 p. m., passing Reading at 1·55 and 10·05 p. m., connecting at Harrisburg with Pennsylvania and Northern Central trains for Chicago, Cincinnati, Pittsburg, Baltimore, Williamsport, etc.

Sleeping cars accompany these trains through between Jersey City and Pittsburg without change.

Trains for New York leave Harrisburg at 3·10, 8·10 and 11·45 a. m., and 2·50 p. m.

Additional train leaves New York for Harrisburg at 12 o'clock noon.

For particulars see Guide Books, which can be obtained at No 811 Chesnut street, and at all stations, without charge.

Season, School, Mileage, and Commutation Tickets at reduced rates to be had of S. Bradford, Treasurer, No 227 S. Fourth street, Philadelphia, or G. A. Nicolls, General Superintendent, Reading.

STREET CARS.—The Thirteenth and Fifteenth, and Race and Vine streets, connecting with other lines, run close to the Depot.

Baggage collected and delivered by Dungan's Baggage Express. Orders left at Depot, or at No. 225 S. Fourth street.

GERMANTOWN AND NORRISTOWN BRANCH.

Depot, Ninth and Green.

Trains leave for Germantown at 6, 7, 8, 8½, 9·05, 10, 11, 12 A. M.; 1, 2, 2·30, 3·15, 3·45, 4·05, 4·30, 5·05, 5·45, 6, 6·30, 7, 8, 9, 10·05, 11, 12 p. m. Leave Germantown, 6, 6·55, 7·30, 8, 8·20, 9, 9½, 10, 11, 12 a. m.; 1, 2, 3, 3·50, 4, 4·45, 5, 5·30, 6, 6·30, 7, 8, 9, 10, 11 p. m. The 8·20 and 9·30 down trains, 2·30, 3·45, and 5·45 up trains, will not stop on the Germantown branch. On Sundays, leave at 9·15 a. m.; 2, 4·05, 7, 10·45 p. m. Leave Germantown, 8·15 a. m.; 1, 3, 6, 9·45 p. m.

Passengers taking the 6·55, 9 a. m., and 6·30 p. m. trains from Germantown, will make close connection with the trains for New York at Intersection Station.

CHESNUT HILL RAILROAD.—Leave at 6, 8, 10, 12 a. m.; 2·30, 3·45, 5·45, 7, 9 and 11 p. m. Leave Chesnut Hill at 7·10, 8, 9·10, 11·40 a. m.; 1·40, 3·40, 5·40, 6·40, 8·40, 10·40 p. m. On Sundays, leave 9·15 a. m.; 2 and 7 p. m. Leave Chesnut Hill at 7·50 a. m.; 12·40, 5·40, 9·25 p. m.

FOR CONSHOHOCKEN AND NORRISTOWN.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Norristown at 5·30, 6·25, 7, 7·45, 8·50, 11 a. m.; 1·30, 3, 4·30, 6·15, 8, 9·30 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Norristown at 7 a. m.; 1, 5·30, 9 p. m.

FOR MANAYUNK.—Leave at 6, 7·30, 9, 11·05 a. m.; 1·30, 3, 4, 5, 5·30, 6·15, 8·05, 10, 11·45 p. m. Leave Manayunk at 6, 6·55, 7·30, 8·10, 9·20, 11·30 a. m.; 2, 3·30, 5, 6·45, 8·30, 10 p. m. On Sundays, leave at 9 a. m.; 2·30, 4, 7·30 p. m. Leave Manayunk at 7·30 a. m.; 1·30, 6·15, 9·30 p. m.

FOR PLYMOUTH.—Leave at 6 a. m. and 5 p. m. Leave Plymouth at 6·20 a. m. and 2·30 p. m.

The 7·45 a. m. train from Norristown will not stop at Magee's, Potts' Landing, Domino, or Schur's Lane.

Passengers taking the 7·12, 9·05 a. m., and 6·30 p. m. trains from Ninth and Green streets will make close connections with the trains for New York at Intersection Station.

The 8·20 a. m., 12·30 and 5 p. m. trains from New York stop at Intersection Station. 11

PHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—

TIME TABLE.

COMMENCING MONDAY, NOVEMBER 21, 1870.

Trains will leave Depot, corner of Broad street and Washington avenue, as follows:—

Way Mail Train at 8·30 A. M. (Sundays excepted), for Baltimore, stopping at all regular stations. Connecting at Wilmington with Delaware Railroad Line, at Clayton with Smyrna Branch Railroad and Maryland and Delaware Railroad, at Harrington with Junction and Breakwater Railroad, at Seaford with Dorchester and Delaware Railroad, at Delmar with Eastern Shore Railroad, and at Salisbury with Wicomico and Pocomoke Railroad.

Express Train at 11·45 A. M. (Sundays excepted), for Baltimore and Washington, stopping at Wilmington, Perryville, and Havre-de-Grace. Connects at Wilmington with train for New Castle.

Express Train at 4 P. M. (Sundays excepted), for Baltimore and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newport, Stanton, Newark, Elkton, North East, Charlestown, Perryville, Havre-de-Grace, Aberdeen, Perryman's, Edgewood, Magnolia, Chase's and Stemmer's Run.

Night Express at 11·30 P. M. (Daily), for Baltimore and Washington, stopping at Chester, Linwood, Claymont, Wilmington, Newark, Elkton, North East, Perryville, Havre-de-Grace, Perryman's, and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 11·45 A. M. train.

WILMINGTON TRAINS.

Stopping at all stations between Philadelphia and Wilmington.

Leave Philadelphia at 11·00 A. M., 2·30, 5·00, and 7·00 P. M. The 5·00 P. M. train connects with Delaware Railroad for Harrington and intermediate stations.

Leave Wilmington 6·45 and 8·10 A. M., 2·00, 4·00, and 7·15 P. M. The 8·10 A. M. train will not stop between Chester and Philadelphia. The 7·15 P. M. train from Wilmington runs Daily; all other accommodation trains Sundays excepted.

Trains leaving Wilmington at 6·45 A. M. and 4·00 P. M. will connect at Lamokin Junction with the 7·00 A. M. and 4·30 P. M. trains for Baltimore Central Railroad.

From Baltimore to Philadelphia.—Leave Baltimore 7·25 A. M., Way Mail; 9·35 A. M., Express; 2·35 P. M., Express; 7·25 P. M., Express.

SUNDAY TRAIN FROM BALTIMORE.

Leaves Baltimore at 7·25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

On Sundays, leave Philadelphia for West Grove and intermediate stations at 8·00 A. M.; returning, left West Grove at 3·55 P. M.

Through tickets to all points West, South, and Southwest may be procured at ticket office, No. 828 Chesnut street, under Continental Hotel, where also State Rooms and Berths in Sleeping Cars can be secured during the day. Persons purchasing tickets at this office can have baggage checked at their residence by the Union Transfer Company.

H. F. KENNEY, Superintendent.

THE PHILADELPHIA AND BALTIMORE CENTRAL RAILROAD.

CHANGE OF HOURS.

On and after MONDAY, October 3, 1870, trains will run as follows:—

Leave Philadelphia from Depot of P. W. & B. R. R., corner of BROAD Street and WASHINGTON Avenue:—

For Port Deposit at 7 A. M. and 4·30 P. M.

For Oxford at 7 A. M., 4·30 P. M., and 7 P. M.

For Oxford on Saturdays only, at 2·30 P. M.

For Chadd's Ford and Chester Creek Railroad, at 7 A. M., 10 A. M., 4·30 P. M. and 7 P. M. Saturdays only, at 2·30 P. M.

Train leaving Philadelphia at 7 A. M., connects at Port Deposit with train for Baltimore.

Trains leaving Philadelphia at 10 A. M. and 4·30 P. M. connect at Chadd's Ford Junction with the Wilmington and Reading Railroad.

Trains for Philadelphia:—

Leave Port Deposit at 9·25 A. M. and 4·25 P. M., on arrival of trains from Baltimore.

Oxford at 6·05 and 10·35 A. M. and 5·30 P. M. Sundays at 5·30 P. M. only.

Chadd's Ford at 7·26 A. M. 11·58 A. M., 3·55 P. M. and 6·49 P. M. Sundays at 6·49 P. M. only.

HENRY WOOD, General Superintendent.

WEST CHESTER AND PHILADELPHIA RAILROAD COMPANY.

ON AND AFTER MONDAY, October 17, 1870,

Trains will leave and arrive at the Depot, THIRTY-FIRST and CHESNUT Streets, as follows:—

FROM PHILADELPHIA

For West Chester at 7·45 and 11·20 A. M., 2·30, 6·15, and 11·30 P. M. Stops at all stations.

For West Chester at 4·40 P. M. This train stops only at stations between Media and West Chester (Greenwood excepted).

For B. C. Junction at 4·10 P. M. Stops at all stations.

FOR PHILADELPHIA

From West Chester at 6·30 and 10·45 A. M., 1·55, 4·55, and 6·55 P. M. Stops at all stations.

From West Chester at 7·25 A. M. This train stops only at stations between West Chester and Media (Greenwood excepted).

From B. C. Junction at 8·40 A. M. Stops at all stations.

ON SUNDAY.—Leave Philadelphia at 8·30 A. M. and 2 P. M. Leave West Chester at 7·55 A. M. and 4 P. M.

10 14 W. C. WHEELER, Superintendent.

RAILROAD LINES.

NORTH PENNSYLVANIA RAILROAD—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, CORRY, ROCHESTER, THE GREAT LAKES, AND THE DOMINION OF CANADA.

WINTER ARRANGEMENT.

Takes effect December 19, 1870.

Fifteen Daily Trains leave Passenger Depot, corner of Berks and American streets (Sundays excepted), as follows:—

7·00 A. M. (Accommodation) for Fort Washington.

At 7·35 A. M. (Express), for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Williamsport, Mahanoy City, Hazleton, Pittston, Towanda, Waverley, Elmira, and in connection with the ERIE RAILWAY for Buffalo, Niagara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

8·25 A. M. (Accommodation) for Doylestown.

9·45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Williamsport, Mahanoy City, Wilkesbarre, Pittston, Scranton, Hackettstown, Schooley's Mountain, and N. J. Central and Morris and Essex Railroads.

11 A. M. (Accommodation) for Fort Washington.

1·15 and 5·20 and 8·15 P. M., for Abington.

1·45 P. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Mahanoy City, Wilkesbarre, Pittston, and Hazleton.

2·30 P. M. (Accommodation) for Doylestown.

At 3·20 P. M. (Bethlehem Accommodation) for Bethlehem, Easton, Allentown, and Coplay.

4·15 P. M. (Mail) for Doylestown.

5·00 P. M. for Bethlehem, Easton, Allentown, and Mauch Chunk.

6·20 P. M. (Accommodation) for Lansdale.

11·30 P. M. (Accommodation) for Fort Washington.

The Fifth and Sixth streets, Second and Third streets, and Union Lines City Cars run to the Depot.

TRAINS ARRIVE IN PHILADELPHIA FROM

Bethlehem at 8·55, and 10·35 A. M.; 2·15, 5·05, and 8·25 P. M.

Doylestown at 8·25 A. M., 4·40 and 6·35 P. M.

Lansdale at 7·30 A. M.

Fort Washington at 9·20 and 11·20 A. M., 3·10 P. M.

Abington at 2·35, 6·55, and 9·35 P. M.

ON SUNDAYS.

Philadelphia for Bethlehem at 9·30 A. M.

Philadelphia for Doylestown at 2·00 P. M.

Doylestown for Philadelphia at 7 A. M.

Bethlehem for Philadelphia at 4·00 P. M.

Tickets sold and baggage checked through to principal points at Mann's North Pennsylvania Baggage Express Office, No. 105 S. Fifth street.

Dec. 19, 1870. ELLIS CLARK, Agent.

WEST JERSEY RAILROADS,

FALL AND WINTER ARRANGEMENT,

COMMENCING MONDAY, SEPTEMBER 19, 1870.

Trains will leave Philadelphia as follows:—From foot of Market street (upper ferry),

8·15 A. M., Passenger for Bridgeton, Salem, Swedesboro, Vineland, Millville, and way stations.

11·45 A. M., Woodbury Accommodation.

3·15 P. M., Passenger for Cape May, Millville, and way stations below Glassboro.

3·30 P. M., Passenger for Bridgeton, Salem, Swedesboro, and way stations.

5·30 P. M., Accommodation for Woodbury, Glassboro, Clayton, and intermediate stations.

Freight Train leaves Camden daily, at 12 M.

WILLIAM J. SEWELL, Superintendent.

SAFE DEPOSIT COMPANIES.

SECURITY FROM LOSS BY BURGLARY ROBBERY, FIRE, OR ACCIDENT.

The Fidelity Insurance, Trust and Safe Deposit Company
OF PHILADELPHIA
IN THEIR
New Marble Fire-proof Building,
Nos. 329-331 CHESNUT Street.
Capital subscribed, $1,000,000; paid, $600,000.

COUPON BONDS, STOCKS, SECURITIES, FAMILY PLATE, COIN, DEEDS, and VALUABLES of every description received for safe-keeping, under guarantee, at very moderate rates.

The Company also rent SAFES INSIDE THEIR BURGLAR-PROOF VAULTS, at prices varying from $15 to $75 a year, according to size. An extra size for Corporations and Bankers. Rooms and desks adjoining vaults provided for Safe Renters.

DEPOSITS OF MONEY RECEIVED ON INTEREST at three per cent., payable by check, without notice, and at four per cent., payable by check, on ten days' notice.

TRAVELLERS' LETTERS OF CREDIT furnished available in all parts of Europe.

INCOME COLLECTED and remitted for one per cent

The Company act as EXECUTORS, ADMINISTRATORS, and GUARDIANS, and RECEIVE and EXECUTE TRUSTS of every description, from the Courts, Corporations, and Individuals.

N. B. BROWNE, President.
C. H. CLARK, Vice-President.
ROBERT PATTERSON, Secretary and Treasurer.

DIRECTORS.

N. B. Browne,
Clarence H. Clark,
John Welsh,
Charles Macalester,
Edward W. Clark,
Alexander Henry,
Stephen A. Caldwell,
George F. Tyler,
Henry C. Gibson,
J. Gillingham Fell.
Henry Pratt McKean. 5 18 fmw†

THE PHILADELPHIA TRUST, SAFE DEPOSIT AND INSURANCE COMPANY.

OFFICE AND BURGLAR-PROOF VAULTS IN THE PHILADELPHIA BANK BUILDING, No. 421 CHESNUT STREET.

CAPITAL, $500,000.

FOR SAFE-KEEPING OF GOVERNMENT BONDS and other SECURITIES, FAMILY PLATE, JEWELRY, and other VALUABLES, under special guarantee, at the lowest rates.

The Company also offer for Rent, at rates varying from $15 to $75 per annum, the renter holding the key, SMALL SAFES IN THE BURGLAR-PROOF VAULTS, affording absolute SECURITY against FIRE, THEFT, BURGLARY, and ACCIDENT.

All fiduciary obligations, such as TRUSTS, GUARDIANSHIPS, EXECUTORSHIPS, etc., will be undertaken and faithfully discharged.

Circulars, giving full details, forwarded on application.

DIRECTORS.

Thomas Robins,
Lewis R. Ashhurst,
J. Livingston Erringer,
R. P. McCullagh,
Edwin M. Lewis,
James L. Claghorn,
Benjamin B. Comegys,
Augustus Heaton,
F. Ratchford Starr,
Daniel Haddock, Jr.,
Edward Y. Townsend,
John D. Taylor,
Hon. William A. Porter.

OFFICERS.

President—LEWIS R. ASHHURST.
Vice-President—J. LIVINGSTON ERRINGER.
Secretary and Treasurer—R. P. McCULLAGH.
Solicitor—RICHARD L. ASHHURST. 2 3 fmw†

ENGINES, MACHINERY, ETC.

PENN STEAM ENGINE AND BOILER WORKS.—NEAFIE & LEVY, PRACTICAL AND THEORETICAL ENGINEERS, MACHINISTS, BOILER-MAKERS, BLACKSMITHS, and FOUNDERS, having for many years been in successful operation, and been exclusively engaged in building and repairing Marine and River Engines, high and low pressure, Iron Boilers, Water Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for engines of all sizes, Marine, River, and Stationary; having sets of patterns of different sizes, are prepared to execute orders with quick despatch. Every description of pattern-making made at the shortest notice. High and Low Pressure Fine Tubular and Cylinder Boilers of the best Pennsylvania Charcoal Iron. Forgings of all size and kinds. Iron and Brass Castings of all descriptions. Roll Turning, Screw Cutting, and all other work connected with the above business.

Drawings and specifications for all work done the establishment free of charge, and work guaranteed.

The subscribers have ample wharf dock-room for repairs of boats, where they can lie in perfect safety, and are provided with shears, blocks, falls, etc. etc., for raising heavy or light weights.

JACOB C. NEAFIE,
JOHN P. LEVY,
3 15§ BEACH and PALMER Streets.

GIRARD TUBE WORKS AND IRON CO.,

PHILADELPHIA, PA.,

Manufacture Plain and Galvanized
WROUGHT-IRON PIPE
and Sundries for Gas and Steam Fitters, Plumbers, Machinists, Railing Makers, Oil Refiners, etc.
WORKS,
TWENTY-THIRD AND FILBERT STREETS.
OFFICE AND WAREHOUSE,
8 1 No. 42 N. FIFTH STREET.

TOOLS FOR MACHINISTS, LATHES, Boring, Screw and Cog-Cutting, Planing, Slotting and Punching Machines. Heavy, and of the best material and work.

GEORGE C. HOWARD,
5 9§ No. 17 South EIGHTEENTH Street.

AUCTION SALES.

M. THOMAS & SONS, AUCTIONEERS, NOS. 139 and 141 S. FOURTH Street.

SALE OF REAL ESTATE AND STOCKS,

Feb. 14, at 12 o'clock, noon, at the Exchange, will include—

BROAD, south of Coates—Large Lot, 88 feet front.

BROAD, northeast corner of Penn—Large Lot.

BROAD, southeast corner of Coates—Brick Dwelling and Lot.

NINTH (North), No. 224—Large and valuable Residence.

NINTH (North), No. 223—Large and valuable Residence.

BROAD, south of Allegheny avenue—Large and valuable Lot.

ATTLE, No. 2119—Three-story brick Dwelling.

FRANKFORD ROAD, No. 2026—Store and Dwelling.

FOURTH (north), No. 1406—Brick Dwelling.

FOURTH (north), No. 1408—Brick Dwelling.

EIGHTH, below Vine—Three desirable Building Lots.

ANN, northwest corner of Bath—Dwelling and Lot.

PALM, between Bath and Fremont—Building Lot.

INDIANA AND FREMONT—Building Lot.

INDIANA AND BATH—Building Lot.

INDIANA, northwest cor. of Bank—Building Lot.

BANK AND INDIANA—Building Lot.

EIGHTH AND NOBLE—Store and Dwelling.

EIGHTH (north), Nos. 444, 446, 448, 321, and 323—Valuable Stores and Dwellings.

STOCKS.

Administrator's Sale—Estate Theo. Wilson, dec'd.

7 shares Philadelphia Chamber of Commerce.

60 shares Schomacker Piano Forte Manufac'g Co.

Pew St. Matthew's Evangelical Lutheran Church.

1000 shares Hocking Valley Oil Co.

200 shares Tar Farm Oil Co.

700 shares Allegheny River Oil Co.

90 shares Gaston & Simpson Mining Co. (Bankrupt).

2 interests Mill Creek Oil and Mining Co.

Executor's Sale—Estate Geo. Thompson, dec'd.

77 shares Mine Hill and Schuylkill Haven R. R. Co.

For account whom it may concern.

333 shares City and County Cottage Co.

For other accounts.

40 shares Enterprise Insurance Co.

$1000 Philadelphia and Reading R. R. bonds.

3 shares Philadelphia and Southern Mail Steamship Co.

$2500 Harrisburg, Mount Joy and Lancaster R. R.

5 shares Franklin Fire Insurance Co.

Pew No. 100 centre aisle Calvary Presbyterian Church.

10 shares Central National Bank.

5 shares Cooper's Point Ferry Co. (Vine street).

50 shares Cheltenham and Willow Grove Turnpike.

25 shares Central Transportation Co.

33 shares Bethlehem Iron Co.

65 shares Thomas Iron Co.

$6000 Camden and Amboy R. R., 1883.

$2000 Warren and Franklin R. R. first mortgage 7s. 2 10 3t

10 shs. Cleveland and Mahoning Railroad.

60 shs. Buck Mountain Coal Co.

Catalogues now ready.

THOMAS BIRCH & SON, AUCTIONEERS AND COMMISSION MERCHANTS, No. 1110 CHESNUT Street; rear entrance No. 1107 Sansom street.

GREAT SALE OF RARE, UNIQUE, AND BEAUTIFUL JAPANESE GOODS.

On Tuesday and Wednesday,

February 14 and 15, commencing at 10 o'clock A. M. and 7½ o'clock P. M., at the auction store, No. 1110 Chesnut street, will be sold, the largest invoice ever offered in this city, consisting of—Damascene inlaid mosaic ware, crystal and bronze jewelry, silver bronzes, silver inlaid lacquer ware, rare furs, vases, jars, bowls, mosaic cabinets, boxes, baskets, china-ware, etc.

The goods will be open for examination on Monday. 2 11 3t

BUNTING, DURBOROW & CO., AUCTIONEERS, Nos. 232 and 234 MARKET street, corner of Bank street. Successors to John B. Myers & Co.

SALE OF 2000 CASES BOOTS, SHOES, TRAVELLING BAGS, ETC.

On Tuesday Morning,

Feb. 14, at 10 o'clock, on four months' credit. 1 28 5t

LARGE SALE OF BRITISH, FRENCH, GERMAN, AND DOMESTIC DRY GOODS.

On Thursday Morning,

Feb. 16, at 10 o'clock, on 4 months' credit. 2 10 5t

LARGE SALE OF CARPETINGS, CANTON MATTINGS, OIL CLOTHS, ETC.

On Friday Morning,

February 17, at 11 o'clock, on four months' credit, about 200 pieces ingrain, Venetian, list, hemp, cottage and rag carpetings; Canton mattings, oil cloths, etc. 2 11 5t

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BY HENRY W. & B. SCOTT, JR., AUCTIONEERS AND COMMISSION MERCHANTS, (temporarily) No. 341 CHESNUT Street, under the Girard House.

SALES ON PREMISES receive prompt and personal attention.

BY MAGILL, FARREL & CO AUCTIONEERS, No. 318 MARKET Street.

FIRST LARGE SPRING SALE.

250 LOTS DRY GOODS, LINEN GOODS, BLACK ALPACAS, Table Damasks, Fancy Cassimeres, Dress Goods, Black Cloths, Shirts and Drawers, Overshirts, Overalls, etc.

On Tuesday Morning,

February 14, at 10 o'clock.

Also, 100 dozen men's, women's, and children's cotton hosiery; invoices suspenders, notions, table and pocket cutlery, fancy goods, etc.

BOOTS AND SHOES.

On Tuesday Morning,

February 14, commencing at 12 o'clock, 500 cases and cartons city and Eastern made boots, shoes, brogans, Balmorals, Oxfords, Congress boots, kid grain and carpet slippers, women's, misses', and children's goat, kid, calf and grain Balmorals, etc., in large variety.

HATS—HATS.

Also, invoices men's and boys' new style hats and caps. Also, a large line of trunks and travelling bags. 2 11 2t

---

HENRY MOLTEN, AUCTIONEER. BY HENRY MOLTEN & CO., Salesroom, Nos. 21 and 23 MERCER Street, New York.

REGULAR TRADE SALE
OF
FUR AND WOOL HATS,
LADIES' AND GENTS' READY-MADE FURS,
STRAW, FELT, AND VELVET GOODS,
Every THURSDAY during the season.

Cash advances made on consignments without additional charges. 2 8

CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street.

T. A. McCLELLAND, AUCTIONEER.

Personal attention given to sales of household furniture at dwellings.

Public sales of furniture at the Auction Rooms, No. 1219 Chesnut street, every Monday and Thursday.

For particulars see "Public Ledger."

N. B.—A superior class of furniture at private sale

MARTIN BROTHERS, AUCTIONEERS.—No. 704 Chesnut street.

BY BARRITT & CO., AUCTIONEERS, CASH AUCTION HOUSE, No. 230 MARKET Street, corner of Bank street. Cash advanced on consignments without extra charge. 11 24§

LEGAL NOTICES.

DEPARTMENT OF HIGHWAYS.—OFFICE OF CHIEF COMMISSIONER, No. 104 SOUTH FIFTH STREET.

PHILADELPHIA, Feb. 6, 1871.

NOTICE.

In accordance with the provisions of an Ordinance of Councils, approved April 21, 1868, notice is hereby given that the final estimate for the construction of the sewer on North College avenue will be paid MARCH 6 1871. All persons having claims for labor done or materials furnished for said sewer are requested to present the same for payment on or before 12 o'clock M. of MARCH 6, 1871.

MAHLON H. DICKINSON,
2 8 wmf5 Chief Com'r of Highways.

IN THE DISTRICT COURT FOR THE CITY AND COUNTY OF PHILADELPHIA.

PHILIP SPAEDER vs. GEORGE HAMBRECHT, fi. fa. VIRTUE C. SWEATMAN vs GEORGE HAMBRECHT, fi. fa. September Term, 1870, Nos. 97 and 98.

The Auditor appointed by the Court to report distribution of the fund in court, arising from the Sheriff's sale under the above writs of *fieri facias* of the personal estate of the said GEORGE HAMBRECHT, will meet the parties interested for the purposes of his appointment at his Office, No. 518 WALNUT Street, Room No. 10, in the city of Philadelphia, on WEDNESDAY, February 15, 1871, at 3 o'clock P. M., when and where all persons are required to make their claims before such Auditor or be debarred from coming in upon said fund.

E. C. MITCHELL,
2 2 10t Auditor.

JOHN FARNUM & CO., COMMISSION MERCHANTS and Manufacturers of Conestoga Ticking, etc., etc., No. 220 CHESNUT Street, Philadelphia.

CITY INTELLIGENCE.

THE COAL TRADE.

The Iron Trade as Affected by the Suspension—Rumors of Resumption—Efforts for a Better Understanding With the Miners—The Complete Summary for the Week.

The iron interests throughout the country, as mentioned last week, are being seriously affected by the strike, and several furnaces have been compelled to suspend operations. Several more will speedily follow if aid is not immediately given by the miners.

There have been some slight rumors that the members of the W. B. A. have repented of their rash action in refusing to let work in the mines proceed sufficiently to supply the furnaces, and another order is now talked of allowing a partial resumption, but for the purpose of assisting the iron men only. It is said that this order, fixing the time when the men may resume work for that purpose, is to be given to-day by the supreme head of the W. B. A., whose orders, whether reasonable or otherwise, it is dangerous to disobey. The date, it is supposed, will be the 15th inst.

If work is not allowed, the effect on both the iron and coal trades will be much more unpleasant than is expected by the majority. The effect of stopping the furnaces will be to make the price of domestic iron higher than that of imported, even with the duty added. Imported iron will then be used extensively, and our manufacturers will have no demand, and consequently the furnaces cannot be started even when it is otherwise possible. The entire stoppage of the furnaces will greatly affect the demand for coal, and thus the coal interests will also be made to suffer.

In this connection it may be well to mention that there are also rumors current relative to a combination of the iron manufacturers, the carrying companies and the coal operators, in case of a longer refusal to work by the miners, for the purpose of breaking down entirely the workingmen's organization. This, it is said, can be done by a refusal for a short time by the operators to work the mines, by the carrying companies to transport coal, and by the iron men to continue work. It is said that the iron men are ready to stop at any moment, on account of the unsatisfactory condition of the trade, that the operators can make more money by being idle, and that the carrying companies think it to their interests to aid the movement. While such a thing is very improbable, the end would be very desirable. If the movement could be inaugurated in the manner described the end would certainly be attained. The men are much dissatisfied with the administration of their trade union, and it would take but a very little healthful starving out to terminate its existence. The union is a nuisance at the best of times, but taken altogether, if it were managed with moderation, it would probably be preferable to the other evils, and would certainly be to the interests of its members. But its management has been for some time, and now is, so extremely bad, showing the greatest of wilful blunders, short-sightedness, and selfishness on the part of the leaders, that it certainly benefits nobody—not even its own members, and its speedy dissolution would be considered the greatest of blessings. Various efforts have been made during the week to obtain a general resumption, and several reports state that terms have been agreed upon in various regions. In Lehigh it is said that the men will resume on last year's basis, which can be more easily paid there. In Wyoming the men still hold to their offer of $1 per diamond car, or a reduction of thirty per cent. This is but little higher than the greater reduction offered by the company, which produced the strike. The men will not go any lower, and the company, after sticking at the small difference for a long time—probably for the purpose of upholding its dignity—will now most likely resume on the offer of the men. In Shamokin the men are willing to go to work at the $3 basis, with $2 20 as the lowest stopping point. A meeting will be held in Schuylkill to-day to take some definite action.

The meeting of operators in this city last week did nothing of more importance than to appoint a committee to attend a similar meeting in New York held this week. The New York meeting does not as yet appear to have done anything better, it being held for conference only.

The Chinese question again agitates the Schuylkill miners, one operator being reported to have engaged coolies to work the coming season, said coolies now being on the way thither. The report is very dubious. It is not a bad move, however, but should it be carried out there will be work for the newly organized State militia.

The following is the complete summary of the trade for the past week, as reported for the Pottsville *Miners' Journal* of to-day:—

	1870.		1871.		INC. & DEC.
	WEEK.	TOTAL.	WEEK.	TOTAL.	
Anthracite.					
P. & R. R....	30,382	440,041	7,114	423,651	d 16,390
Sch. Canal...		36,126		34,374	d 1,852
L. Val R. R. S.	41,639	437,821	1,593	333,566	d104,255
L. V. R. R Nth			265	32,597	31,597
L. Canal.....					
L. Nav. R. R.	17,269	86,378	736	55,830	d 30,548
Scr'ton Sth	32,570	157,683			157,683
do Nth	14,369	63,241			63,241
Pa. Coal Co.					
Pa. Canal..					
D. & H. Cal...					
D. & H. R. R. E	12,938	56,967	9,217	45,831	d 11,136
do. do. W	677	10,323	2,481	12,583	2,233
do. do S.	4,376	13,118			d 13,123
Wyoming Nh.					
Shamokin....	5,614	26,331	4,185	28,101	2,340
Trevorton....	187	1,973			d 1,973
Big Lick Col.			1,087	6,121	6,121
Lykens V. Co.		219	1,271	6,048	5,798
Williamston.	2,406	12,791	543	2,013	d 10,778
	161,857 28,522	1,312,547 981,747	233,522	981,747	
	183,335	300,800			
Bituminous.					
Broad Top... B. & O. R. R. Cumb. & O. Ca.	8,947	40,043	8,294	45,614	5,572
Tot'l, all kind	170,804 36,726	1,342,689 1,027,361	36,726	1,027,361	
	134,078	315,228			

A Summary of the City Trade for a Series of Years.

The following table from the *Miners' Journal* gives the quantities of coal sent to Philadelphia from Schuylkill by railroad and canal in the years mentioned:—

Yrs.	*R'road.*	*Canal.*	*Total.*	*Yrs.*	*R'road.*	*Canal.*	*Total.*
1855..	342,811	285,087	628,398	1863..	388,353	237,563	625,915
1856..	330,189	322,533	650,722	1864..	372,070	307,430	680,500
1857..	320,327	387,479	707,806	1865..	380,231	297,925	677,156
1858..	278,068	480,383	758,471	1866..	475,189	421,525	896,714
1859..	286,791	512,670	799,461	1867..	389,903	334,344	724,247
1860..	305,819	495,084	800,903	1868..	697,277	255,767	952,044
1861..	273,473	473,965	747,438	1869..	848,663	235,185	1,083,848
1862..	316,631	290,583	607,241	1870..	785,535	163,265	948,800

This shows a falling off for last year of 155 048 tons. The supply of Lehigh coal, however, was largely increased during the suspension. The receipts of coal at Port Richmond were as follows since 1854:—

Years.	*Tons.*	*Years.*	*Tons.*
1855	1,576,596	1863	2,128,154
1856	1,421,213	1864	2,053,423
1857	1,076,187	1865	2,051,202
1858	1,029,003	1866	2,404,897
1859	1,004,540	1867	2,121,190
1860	1,186,477	1868	2,113,581
1861	909,112	1869	2,362,972
1862	1,325,409	1870	1,893,053

A portion of this coal, and also some delivered on the line, is bituminous, received at Harrisburg, which cannot be separated from the anthracite at these points.

The following gives the total consumption of coal in Philadelphia in detail for the past year:—

By Reading Railroad	785,535
By Schuylkill Canal	133,965
By Northern Pennsylvania Railroad	334,267
By Lehigh—Delaware Division Canal, about	350,000
	1,603,047
Gas Coal at Works and Factories	175,000
Other Bituminous Coal, such as Cumberland, Broad Top, Allegheny Mountain, etc	250,000
Total supply for consumption	2,058,067

The anthracite is from official returns, except the quantity via Delaware Division Canal, which is estimated, but is near the right figures.

RESCUED FROM DROWNING.—Last night an inebriated biped, giving the name of Jesse Hines, walked into the Delaware at Chesnut street wharf. The steamer Henry L. Gaw was moored near by, and the crew hearing the cries of the drowning man, went to his assistance and rescued him from a watery grave.

THE ANNUAL ASSAY.

The Operation at the Mint on Monday Next—Names of the Commissioners.

On Monday next the annual assay of the coins of the United States will be made at the Mint, on Chesnut street, near Thirteenth. The commissioners appointed by the President for the purpose of making it are as follows:—

Professor Joseph Henry, of the Smithsonian Institute; Professor John Torrey, United Assay office; Reverend T. A. P. Barnard, President of the Columbia College, New York; J. E. Hilgard, Assistant Superintendent of Weights and Measures; Honorable H. R. Linderman, Philadelphia; John Jay Knox, Deputy Controller of the Currency; Honorable John P. Putnam, Boston; E. B. Elliott, Esq., Washington; Horace Thompson, Esq., St. Paul, Minnesota; M. C. Reed, Esq., Hudson, Ohio; and Colonel Robert J. Stevens, of California.

The laws of the United States which relate to the reservation of coins for the annual assay and the duties of the commissioners make it imperative that at every delivery of coins made by the Chief Coiner to the Treasurer, it shall be the duty of the latter to take indiscriminately a certain number of pieces of each variety for the annual trial of coins, which shall be labelled and deposited in a chest appropriated for the purpose, kept under the joint care of the Treasurer and Assayer, and so secured that neither can have access to its contents without the presence of the other. They are to be tried in order to discover whether there is any deviation in their weight or purity from the standard fixed by law.

According to law the standard gold of the United States is so constituted that in 1000 parts by weight 900 shall be of pure gold and 100 of an alloy composed of copper and silver. The process of assay requires that the copper and silver be both entirely removed from the gold; and to effect this two separate operations are necessary. The first is for the removal of the copper, and this is done by a method called *cupellation*, which is conducted in an assay furnace, in a cupel composed of calcined bones. To the other metals lead is added this metal possesses the properties of oxidizing and vitrifying under the action of heat, of promoting at the same time the oxidation of the copper and other base metals, and of drawing with it into the pores of the cupel the whole of these metals, so as to separate entirely this part of the alloy, and to leave behind the gold and silver only.

The separation of the silver from the gold is effected by a process founded on the property possessed by nitric acid of dissolving silver, without acting upon gold. But that the gold may not protect the silver from this action, sufficient silver must first be added to make it at least two-thirds of the mass. The process to be described is based upon the rule of *quartation*, in which the proportion of silver is three-fourths.

The standard silver of the United States is so constituted that of 1000 parts by weight 900 shall be of pure silver and 100 of copper. The process of assay requires that the exact proportion of silver in a given weight of the compound be ascertained, and this is done by a method called the humid assay, which may be explained as follows:—The silver and copper may both be entirely dissolved in nitric acid; and if to a solution thus made, another of common salt in water be added, the silver will be precipitated in the form of a white powder, which is an insoluble chloride, while the copper will remain unaffected.

Here we have given the process by which the purer metals are separated from the baser—the first step in the annual assay. The operation is a delicate one and of great interest. The results of the operations of the commission will be published at the proper time.

THE "STAR" COURSE OF LECTURES.—The second series of the "Star" course of lectures will commence on Monday evening, February 20, when Mr. Wendell Phillips will discourse upon "Street Life in Europe." The other lectures will be as follows:—On Thursday, February 23, Mr. James E. Murdoch, subject, "An actor's view and impressions of the character of 'Hamlet,' illustrated by remarks and readings;" on Monday, February 27, Miss Lillian S. Edgarton, subject, "Marriage and Divorce;" on Thursday March 2, Mr. Josh Billings, subject, "Natural History;" on Monday, March 13, Mr. Daniel Dougherty, subject, "Oratory;" on Thursday, March 16, Rev. E. H. Chapin, D. D., subject, "Modern Chivalry;" on Monday, March 20, Mr. A. Miner Griswold, subject, "Injin Meal;" on Thursday, March 23, General Kilpatrick, subject, "Battle Scenes of the Rebellion;" on Monday, March 27, Mrs. Cady Stanton, subject, "The True Republic;" on Thursday, March 30, the season will conclude with a grand musical entertainment. The sale of reserved seats will commence on Monday morning next at Gould & Fischer's piano rooms, No. 923 Chesnut street.

PHILADELPHIA AND THE ALABAMA CLAIMS.—In a list of vessels captured and destroyed by the Alabama and other foreign privateers during the Rebellion, we find the names of the following belonging to Philadelphia:—

Brig B. F. Martin,	captured	June 16, 1861.
Bark Glen,	"	July —, 1861.
Bark Joseph Maxwell,	"	July 27, 1861.
Ship J. Crawford,	"	August, 1861.
Schooner R. Gilfillan,	"	Feb. 26, 1862.
Ship Tonawanda,	"	Oct. 9, 1862.
Brig Ann Corris,	"	Jan. 22, 1863.
Schooner Kate Stewart,	"	June —, 1863.
Bark Whistling Wind,	"	June 6, 1863.
Schooner Alliance,	"	Sept. —, 1863.
Schooner Sea Bird,	"	Sept. —, 1863.
Bark Greenland,	"	July 9, 1864.

STEALING LEAD PIPE.—For a long time past several unoccupied houses in this city have been entered by thieves, and the lead water pipes cut and carried away. The following arrests have been made for these thefts:—Thomas Martin, James Duffy, and James McConnell, for stealing the pipe from a house at Ellsworth and Alter streets, have been sent to the House of Refuge. Thomas and Stephen Gardiner were also arrested yesterday for a similar offense. They are charged with stealing the pipe from an unoccupied dwelling on Christian street, between Nineteenth and Twentieth streets. Alderman Dallas committed them.

FIRE.—About 6 o'clock this morning a fire broke out in the third story of the four-story building No. 704 Chesnut street, occupied by the Martin Brothers, auctioneers. The room in which the fire originated was used for the purposes of a chromatic printing establishment by Mr. Dunk. Although the damage by fire was slight, the whole building was flooded by water, and the goods of the Messrs. Martin were thereby damaged. The whole loss will only amount to about $1000.

CAUGHT IN THE ACT.—For a long time past iron has been missing from the wharf on the Delaware at the foot of Noble street. Yesterday afternoon Officer Vandersllce observed an individual in the act of shoving several bars of iron under the gate. He was arrested, and on being taken to the station-house he gave the name of John Anchor. Alderman Toland held him in $500 bail.

WE WOULD advise those of our readers who wish an hour's entertainment and instruction to go to the Mercantile Library on Monday evening, and hear the lecture on "Pompeii—Past and Present." The subject is one of surpassing interest, and we are sure it will be treated in a graphic and masterly manner by the lecturer, who spent much time, while in Italy, in examining the exhumed remains of the long-hidden city.

FELL ON THE ICE.—About eleven o'clock last evening Ann Cavansworth, aged 37 years, fell on the ice at Third and South streets and severely injured herself. She was removed to her home, No. 616 South Third street.

Shortly before nine o'clock this morning Sarah Jennings, aged 35 years, met with a similar accident. She was taken to the Pennsylvania Hospital.

THE STOCK OF PETROLEUM.—There are now at the Point Breeze and Greenwich and Gibson Points, 60,800 barrels of petroleum. The receipts during the past week were of crude, 6517 barrels, and of refined, 9897 barrels, a total of 16,511 barrels. The shipments during the same time aggregated 413,513 gallons. Fourteen vessels are now loading.

ANOTHER ONE CAUGHT.—We have previously made mention of the fact of the frequent thefts of goods from the front of stores on Second street. Yesterday John Smith was arrested while making off with a keg of butter he had stolen from the front of No. 417 South Second street.

RUN OVER AND KILLED.—The Coroner was notified this morning to hold an inquest on the body of Charles Burns, aged sixty-five years, residing at No. 903 Thompson street, who fell on the ice at Tenth and Vienna streets, was run over by his cart and killed.

A PICKPOCKET.—Yesterday afternoon a man named Charles Bohn was caught with his hand in the pocket of a lady's dress at the Assembly Buildings. Officer Stanhope was called in and arrested the thief. He will have a hearing at the Central Station this afternoon.

A $2000 FIRE.—At half-past 11 o'clock this morning, a fire broke out in Whitaker & Ralliner's woollen mill, in Trenton avenue, above Sergeant street, originating in the picker-room. The loss is $2000.

TO KEEP THE PEACE.—Jacob Gallerman, Henry Spice, and William Cross, three lads, whose ages range from 12 to 14 years, were yesterday held to bail to keep the peace by Alderman Morrow.

ANOTHER BLANKET THIEF.—Charles Murray, a "pal" of the blanket thief Arthur Hughes, arrested on Thursday night, has been captured. Alderman Hagan committed him to prison.

VESSELS IN PORT.—There are now in port discharging and receiving cargoes the following vessels:—Steamships, 9; ships, 11; barks, 25; brigs, 11; and schooners, 43; making in all 90.

LODGERS.—One hundred and forty-six lodgers were accommodated last night in the Third District Police Station House.

RELIGIOUS NOTICES.

☞ ST. MARK'S CHURCH, LOCUST, ABOVE Sixteenth street.—Free choral service to-morrow evening at 7½ o'clock.

☞ SIXTH PRESBYTERIAN CHURCH, SPRUCE Street, below Sixth.—Rev. J. P. CONKEY, Pastor, will preach to-morrow at 10½ A. M. and 7½ P. M. 2 4 s2t*

☞ ST. CLEMENT'S CHURCH, TWENTIETH and CHERRY Streets.—Choral service and sermon to-morrow evening at 7½ o'clock. Seats free. 2 4 s4t*

☞ BETH-EDEN BAPTIST CHURCH, BROAD and SPRUCE Streets.—Rev. J. WHEATON SMITH, D. D., will preach Sunday morning and evening. Strangers are always welcome.

☞ ALEXANDER PRESBYTERIAN CHURCH, NINETEENTH and GREEN Streets, Rev. GEORGE F. CAIN, Pastor.—Services to-morrow at 10½ A. M. and 7½ P. M.

☞ TENTH BAPTIST CHURCH, EIGHTH Street, above Green. Rev. J. SPENCER KENNARD, Pastor, 10½ A. M. and 7½ P. M. Revival meetings every night next week. All are invited.

☞ ARCH STREET M. E. CHURCH, S. E. CORner ARCH and BROAD Streets.—Preaching Sunday at 10½ A. M. by Rev. C. H. PAYNE, D. D., and 7½ P. M. by Rev. ANDREW LONGACRE. Strangers invited.

☞ SEVENTH PRESBYTERIAN CHURCH, BROAD Street and PENN Square.—Rev. HENRY C. McCOOK, Pastor, will preach to-morrow at 10½ A. M. and 3½ P. M. Subject in the afternoon—"Justification by Works."

☞ SPRING GARDEN BAPTIST CHURCH, THIRTEENTH Street, above Wallace.—Rev. L. P. HORNBERGER, Pastor. Preaching to-morrow at 10½ A. M. and 7½ P. M. Sunday-school at 2 P. M.

☞ FIRST PRESBYTERIAN CHURCH, GERMAN Street, below Third.—Preaching to-morrow at 10½ A. M. and 7½ P. M. by the Pastor elect, Rev. S. B. ROSSITER, of Elizabethport, N. J. Seats free and all welcome.

☞ REV. T. STORK, D. D., in MESSIAH LUTHERAN CHURCH, SIXTEENTH and JEFFERSON Streets, Sabbath at 10½ A. M. and at 7½ P. M., "Universalism: Why is Rev. Albert Barnes quoted in support of it?"

☞ "HAS GOD MADE A REVELATION OF His Will to Man?"—Dr. WILLIAM NEWTON will preach the second sermon of the course, to-morrow evening at 7½ o'clock. Will also preach in the morning. CHURCH OF THE NATIVITY, ELEVENTH and MOUNT VERNON Streets.

☞ SPECIAL SERVICE.—THE THIRD OF the Special Free Services at the CHURCH OF ST. MATTHIAS, NINETEENTH and WALLACE Streets, will be held to-morrow evening at 7½ o'clock, when the sermon will be preached by the Rev. THOMAS A. JAGGAR.

☞ DIVINE SERVICE (PROTESTANT EPIScopal) will be held in the hall of the COURTLAND SAUNDERS COLLEGE, THIRTY-NINTH Street, above Market, on Sunday, February 12th, at 10·30 A. M. and 7·30 P. M. Sunday-school at 2·30.

☞ THE FIRST PRESBYTERIAN CHURCH, WASHINGTON Square.—Rev. HERRICK JOHNSON, D. D., Pastor, will preach to-morrow at 10½ A. M. and 7½ P. M. Evening, the 5th sermon of the series. Subject—"Is Christianity opposed to pleasure?" Strangers welcome.

☞ NORTH TENTH STREET PRESBYTERIAN CHURCH, below Girard avenue.—Rev. MATTHEW NEWKIRK, Pastor.—Services at 10½ A. M. and 7½ P. M. Subject for evening sermon—"Joseph, the Prosperous Man." Young men specially invited. All welcome.

☞ "WOMAN AND MISSIONS."—Rev. WM P. BREED, D. D., will preach at the WEST SPRUCE STREET PRESBYTERIAN CHURCH, to-morrow at 10½ A. M. and 7½ P. M. The subject of the evening sermon will be "Woman and Missions."

☞ CALVARY PRESBYTERIAN CHURCH, LOCUST Street, above Fifteenth.—Services at 10½ A. M. and 7½ P. M. The Pastor, Rev. Dr. HUMPHREY, will preach to-morrow evening the fourth of the series of sermons upon "The Scriptural Development of Christianity." Subject, "Devotional: David."

☞ REV. A. A. WILLITS, D. D., WILL PREACH in the WEST ARCH STREET PRESBYTERIAN CHURCH, corner EIGHTEENTH and ARCH Streets, to-morrow at 10½ A. M. and 7½ P. M. Evening sermon, the sixteenth of a series on interesting incidents in the ministry of Christ, "Feeding the Five Thousand."

☞ "AN ANSWER TO THE REASONS MEN give for not being Christians."—Rev. Dr. REED will preach on this subject to-morrow evening at 7½ o'clock, in the CENTRAL PRESBYTERIAN CHURCH, EIGHTH and CHERRY Streets. Young men specially invited. Morning services at 10½ o'clock.

☞ SPIRITUALISM.—THOMAS GALES FORSTER will lecture at the Church ELEVENTH and WOOD streets, on Sunday morning at 10½ o'clock. Subject—"Did Christianity introduce a new idea as to the relations Man sustains to God and his fellow-man?"

Evening at 7½ o'clock. Subject—The concluding lecture of the series recently delivered at Concert Hall on "The Bible and Modern Infidelity."

☞ HON. F. CARROLL BREWSTER WILL deliver a Lecture in the ALEXANDER PRESBYTERIAN CHURCH, NINETEENTH and GREEN Streets, on FRIDAY EVENING, February 17, at 7½ o'clock. Tickets for sale at
John Wanamaker's, No. 820 Chesnut street,
A. L. Vansant's, Ninth and Chesnut streets,
Presbyterian House, No. 1334 Chesnut street,
American Tract Society, No. 1408 Chesnut street,
J. T. Hufnal's Drug Store, Nineteenth and Green,
Dr. Snowden's Drug Store, Twentieth and Coates,
and by members of the Church generally. 2 10 2t*

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THIRD EDITION

TO-DAY'S WASHINGTON NEWS.

The Overdue Tennessee

Navy Officers Confident She is Safe

Statement of Secretary Robeson

The Berlin Mission.

French Relief Supplies.

The Steamer Worcester to Sail.

Later from Europe.

Result of the French Elections

Majorities for the Orleanists.

Etc., Etc., Etc., Etc., Etc.

FROM EUROPE.

LONDON, Feb. 11—Noon.

Generals Changarnier and Faidherbe

are elected to the National Assembly from the Department of the Somme.

English Duty on Foreign Securities.

The *Economist* of this morning says that the Government has relinquished the projected duty on foreign securities.

A Military Decree.

A decree has been issued by the Bordeaux Government which calls out the military class of 1871 immediately.

French Prisoners in Switzerland.

BERNE, Feb. 10.—Count Bismarck has refused to negotiate with Switzerland for the return of the French prisoners detained in this country.

PARIS, Feb. 10.

The Result of the Elections,

as far as ascertained, is certainly in favor of the Orleanists. The latter claim very large majorities. The rumor of the illness of Bismarck is not believed. Negotiations are going on for an extension of the time of the armistice, for the completion of the elections and the meeting of the National Assembly.

FROM WASHINGTON.

The Overdue Tennessee.

Special Despatch to the Evening Telegraph.

WASHINGTON, Feb. 11.—The Secretary of the Navy desires it to be stated that there are no apprehensions at his department about the safety of the Tennessee. All the officers of the navy now here who are familiar with the coast state that there is nothing at this season of the year in the way of storms which the Tennessee could not encounter with safety. The reason why she has not been heard from is that she is not in a locality whence news can be sent. In the meantime the friends of those on board are in great distress, and begin to fear the worst.

The Berlin Mission.

The Foreign Relations Committee of the Senate had a special meeting to-day to consider the bill increasing the salary of the Minister to Berlin. Most of the members of the committee thought it would be regarded as an invidious distinction to raise the mission to Berlin without doing as much for St. Petersburg; accordingly it was agreed to put both missions upon the same footing with England and France. The House Foreign Committee had the same subject under consideration, but only agreed to raise the Berlin mission to the same dignity as that of London.

The French Relief Supplies

The only available vessel that the Government could spare at this time to carry supplies to France is the Worcester, now at Boston. Instructions have been sent to have her load first at Boston, then to proceed to New York, and finally to Philadelphia.

FROM THE WEST.

Rights of Married Women.

ST. LOUIS, Feb. 11.—The State Senate yesterday passed a bill exempting property of a wife in executions levied upon her husband.

Hard on Liquor Sellers.

ST. LOUIS, Feb. 11.—The Kansas Senate yesterday passed a bill giving any person the right to sue for damages any one who sold him liquor, and also to sue the owner of the building in in which the liquor is sold.

FROM NEW YORK.

Accident from Firearms.

NEW YORK, Feb. 11.—James Armstrong and David W. Flury, of Morristown, N. J., were both injured in the hands while examining a loaded revolver yesterday. Both are doing well, but Armstrong will lose his hand.

Specie Arrivals.

NEW YORK, Feb. 11.—The steamer Henry Chauncey brings $79 000 in specie.

Schooner Sunk.

BOSTON, Feb. 11.—The schooner Mariana, from South Amboy for Portland, sunk on Nantucket bar on the night of the 4th inst. The vessel and cargo are a total loss. The crew were saved, badly frost bitten.

BOOKS.

THE CHEAPEST BOOK STORE IN AMERICA.—A set of School Books for 25 cents.
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High School Books, High School Books,
High School Books, High School Books,
High School Books, High School Books.
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Cheap Diaries.
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FOURTH EDITION

DOMESTIC AFFAIRS.

The Missing Tennessee.

She was Seen on the 19th Ultimo.

Destructive Fire in Detroit.

Death of an Opera Manager.

The Joint High Commission.

Canada Cordially Approves It.

The Test Oath and the Income Tax

FROM EUROPE.

Terrible Casualty at Sea—Transport Lost with 1250 Men.

LIVERPOOL, Feb 11.—The Liverpool *Courier* of to-day says:—"A French transport with 1250 persons on board, has foundered off Cape La Hogue, and all on board were lost."

Prussian Terms of Peace.

BRUSSELS, Feb. 11.—The *Echo du Parlement* says that the British Government has advised Prussia to arbitrate the terms of peace with France in order to secure the collective guarantee of the great powers of Europe.

Evening Cable Quotations.

LONDON, Feb. 11—2 30 P. M.—Consols 92½ for money and account; bonds firmer, 1862s, 91⅛; 1865s, 90⅝; 1867s, 89⅝; 10-40s, 87¼. Stocks firm. Erie, 18¾; Illinois, 109.

Liverpool Cotton Market.

LIVERPOOL, Feb. 11—2 30 P. M.—Cotton steady; uplands, 7⅝d.; Orleans, 7¾d.; sales 10,000 bales, including 1000 for speculation and export. Sales on ship named, to sail February or March from Savannah or Charleston, at 7⅝d. for uplands; from New Orleans at 7¾d. for middling Orleans. Oats, 3s. 3d. Pork, 102s. 6d.

FROM WASHINGTON.

The Test Oath.

Special Despatch to The Evening Telegraph.

WASHINGTON, Feb. 11.—Several prominent Republicans are urging the President to send in a special message recommending the entire abolition of the test oath. It is held that inasmuch as Congress has passed a bill partially abolishing this oath, it would be better to sweep the whole thing from the statute books.

Congress To-day.

Very little business was done in either house to-day, except the passage of a bill referring the case of the ship Meteor to the Court of Claims, and the bill appropriating $5000 and a medal to the man who saved Mr. Seward's life.

In regard to the

Repeal of the Income Tax,

the President stated that while he would have been glad to have the income tax abolished, he is satisfied that the position of the Secretary of the Treasury will meet the approval of the country. He thinks it is perhaps best that the revenue be kept up to its present standard, at least for the present. The House has set apart Wednesday next after the reading of the journal to consider the bill abolishing the income tax.

Mr. Hooper, of the Ways and Means Committee, gave the notice, and he says he has no idea of abandoning it.

Protection of Ocean Travellers.

Thursday next is set apart for considering an important bill from the Commerce Committee to protect the lives of passengers on steamships.

The President in Baltimore.

The President is absent to-day in Baltimore, with ex-Secretary Borie, but is expected to return to Washington to-night.

News from the European Squadron.

A private letter from the United States steamer Plymouth, dated Villa Franca, January 19, states that Admiral Boggs was expected to reach there in a day or two, when Admiral Glisson would transfer to him the European squadron and return home.

No News from the Tennessee.

There is no news at the Navy Department from any quarter concerning the Tennessee. Naval officers of long experience in the service reiterate that there is no reason whatever for apprehensions of her safety, believing that she has already arrived at her port of destination, but has no facilities for the communication of the fact.

FROM THE WEST.

Destructive Fire in Detroit.

DETROIT, Feb. 11.—The Custom House Block on the dock was burned this morning, occupied by Trowbridge & Wilcox, ship chandlers; and various offices and a sail loft in the upper floor. Loss on building, $20,000; stock, including twelve or fifteen vessels' sails and rigging, $15,000 to $20,000. Trowbridge & Wilcox are insured for $30,000. Insurance on sails and rigging unknown, much of it is owned abroad.

Cincinnati and Southern Railroad.

CINCINNATI, Feb. 11.—The Board of Trade has adopted resolutions declaring the Cincinnati and Southern Railroad a work of national importance demanding national legislation, and appointed a committee of seven to proceed to Washington and ask for the necessary legislation. The Georgia commissioners to the Kentucky Legislature on behalf of the Southern Railroad were present and addressed the meeting.

Obituary.

S C. Newton, a prominent merchant, died to-day.

Snowing hard since noon.

Murderer Sentenced.

TOLEDO, Feb. 11.—Andrew J. Bauder, who was convicted of manslaughter for the murder of his wife, was to-day sentenced to ten years' imprisonment.

FROM THE DOMINION.

Satisfaction with the Joint High Commission.

TORONTO, Feb 11.—Canada papers, representing various political parties, express great satisfaction at the appointment of the commission to settle the differences between England and America. They consider that the appointment of two Canadian statesmen on the commission secures the just representation of Canadian rights.

They express the hope that the result of the deliberation will be a fair settlement of all differences, and that each country will go on their own way trying to do what is fair and right to its neighbors. They say "we don't wish to be annexed to our friends across the line; let both countries understand this, and if we cannot become one nation, let us continue good neighbors and good customers to one another, as in the past."

FROM NEW YORK.

The New Hamburg Disaster.

NEW HAMBURG, Feb. 11.—A submarine diver of Poughkeepsie has made two descents to the wreck to place grapplings about the locomotive. The engine lies on its side, and the cab is entirely gone. The diver observed that the engine was reversed On the fireman's side the diver found a bundle of some kind, and on touching it felt a button on a coat. On the bundle were two heavy rods, and it is supposed that the bundle is the body of the stranger, who was riding with the engineer. The engine will be raised this afternoon.

Death of an Old Opera Manager.

NEW YORK, Feb. 11.—Signor Bagioli, director of the first Italian opera in this country, and father of the wife of General Sickles, died here this morning, aged seventy-four years.

Ship News.

Arrived, steamer Caledonia, from Glasgow.

Ice in the East River.

The navigation of the East river is almost impassable to-day from ice.

Hundreds of persons are crossing the East river on the ice, which is packed so tightly together that ferry boats are unable to stir from the docks.

FROM THE SOUTH.

Heavy Verdict in a Libel Suit.

KNOXVILLE, Tenn., Feb. 11.—Colonel John Baxter recovered a judgment to-day for $25,000, in an action for libel against Saunders & Clark, [illegible] proprietors of the *Whig and Register.*

CONGRESS.

FORTY-FIRST TERM—THIRD SESSION.

Senate.

WASHINGTON, Feb. 11.—Mr. Anthony called up the resolution to print 20,000 extra copies of the report of the Commissioner of Education.

Mr. Bayard moved to strike out as untrue and libellous the statements reflecting upon the school system of Delaware.

Mr. Anthony assented to the motion inasmuch as the charge of untruthfulness was made upon the personal knowledge of a Senator.

The motion prevailed, but was subsequently reconsidered, and debated at length.

Mr. Sawyer explained that in consequence of the failure of the State authorities to supply the information applied for, the Commissioner had recourse to the next best source of information, the Principal of the Normal School.

Mr. Edmunds referred to allusions in the report as not altogether complimentary to the school system of Vermont, and spoke of the impossibility of attaining perfect accuracy in such a work.

Mr. Bayard defended the educational system of his State.

Mr. Carpenter made an inquiry as to the authority upon which a bureau of education had been established. He could see no more authority for such a bureau than for one upon agriculture or boots and shoes.

Mr Wilson thought the school system of Delaware worse than represented, and that this was the case with all the States.

The discussion was continued, without action on the subject, until the expiration of the morning hour, by Messrs. Howe, Carpenter, Conkling, and Sawyer.

The morning orders were then extended by unanimous consent, to permit the transaction of morning business.

House of Representatives.

Mr. Starkweather introduced a bill to amend the patent laws so that the requirement that the application shall be made and the specification sworn to by the inventor or discoverer, if living, shall not apply to patents issued and assigned prior to the 8th of July, 1870. Referred.

Mr. Stevenson offered a resolution directing the Secretary of War to communicate information relative to the late fire at West Point Military Academy, and the conduct of the cadets on that occasion; also, for further information he may have touching the late misconduct of the first class. Adopted.

Mr. Morgan, from the Committee on Military Affairs, reported back the Senate bill to provide for the disposition of useless military reservations, with amendments. They were agreed to and the bill passed. It authorizes the sale of the military reservations at Forts Lane and Walla-Walla, Oregon; Fort Zarah, Kansas; Camp McGarry, Nevada; Fort Sumner, New Mexico; Forts Jessup and Sabine, Louisiana; Forts Wayne and Smith, Arkansas; such portion of Fort Abbercrombie as lies east of the Red River of the North; and such portions of Fort Bridger, Wyoming, as are no longer required for military purposes.

The House then proceeded to the consideration of bills of a private character.

A large number of pension and other private bills were passed.

Mr. Armstrong introduced a joint resolution declaring that hereafter no Indian relation or tribe within the United States shall be acknowledged or recognized as an independent nation, tribe or power with which the United States may contract by treaty, and that all contracts or agreements hereafter made by and between them or any of them and the United States shall be subject to the approval of Congress, and not to be construed as affecting or impairing the obligations of any existing treaty. Referred.

The Speaker notified the House that it now required one hundred and twenty-one members to constitute a quorum, there being two hundred and forty-one names on the roll, only three less than the total number of Representatives.

The House, at 2·20, proceeded to the consideration, as a special order, of a bill reported from the Committee on Public Lands, extending the land laws of the United States over the Territory of Alaska.

Baltimore Produce Market.

BALTIMORE, Feb. 11.—Cotton dull and nominal; middling uplands, 14¾@15c; low middling, 14¼c. Flour active and firm; Howard Street superfine, $5 62½@6; do. extra, $6 50@7·25; do. family, $7·75@9; City Mills superfine, $6@7·75; do. extra, $7@8·25; do. family, $8 50@11; Western superfine, $5·62½@6; do. extra, $6 50@7·25; do. family, $7·50@8·50. Wheat active, but prices unchanged except for Ohio and Indiana, which we quote at $1·55@1 65. Corn—white Southern active at 88@90c; yellow Southern firm at 80@81c. Oats dull. Rye dull. Mess Pork steady and firm at $23. Bacon steady and firm; rib sides, 12c.; clear rib, 12½c.; shoulders, 10½c.; hams, 18c. Lard steady at 13½c. Whisky unchanged.

THE TENNESSEE.

She was Passed at Sea on January 19, When Two Days Out—Nothing Heard Since.

Captain Drummond, of the bark W. E. Anderson, which arrived at this port from Memel, Prussia, as long ago as January 26, having noticed the general anxiety concerning the safety of the United States frigate Tennessee, with the San Domingo Commission on board, reports that on "Jan. 19, lat. 35, lon. 72·50, passed a large bark-rigged man-of-war steamer standing southward under close reefed topsails and steaming slow, which he is sure was the Tennessee. It was blowing a strong N. E. gale at the time, and a heavy sea running."

The Tennessee, it will be remembered, left New York on Tuesday, January 17, so that she had been at sea but two days when seen by Captain Drummond. Since then nothing has been seen or heard of her, according to the latest reports.

A NEW DEVELOPMENT.

The Recent Financial Eccentricities of a Young Philadelphian.

A correspondent writing from New York says that the "Philadelphia party" implicated in recent forgeries on many of our banks had obtained a charter for a bank of his own, under the laws of the State, with a capital of $200,000, and was, had not the *denouement* come quicker than he anticipated, to commence operations on Monday next. Leading firms of this city had pledged him deposits to the amount of $700,000, and thus, says the writer, "he could have discounted his own paper, taken up the forged paper, and removed all traces of his financial eccentricities, at the same time that he would have been enabled to embark in new operations, if he had been so disposed."

This term "Philadelphia party" doubtless refers to Mr. Tryon Reakirt, whose financial eccentricities came to light last week. He very likely caught up one of the multitudinous bank charters passed by our amiable Legislature, and thus planned a career of future financial greatness and prosperity. It is said that balances in favor of this self-same "Philadelphia party," amounting to some $16,000, and in the keeping of New York concerns, have been attached for Philadelphia creditors.

THE MORTALITY OF THE CITY.—The number of deaths in the city for the week ending at noon to-day was 280, being a decrease of 30 from the corresponding period of last year. Of these 144 were adults, and 136 minors. The principal causes of death were:—Apoplexy, 3; croup, 7; congestion of the brain, 9; congestion of the lungs, 6; consumption, 47; convulsions, 4; diptheria, 2; diarrhœa, 1; disease of the heart, 16; debility, 25; scarlet fever, 8; typhoid fever, 4; inflammation of the lungs, 25; inflammation of the stomach and bowels, 6; marasmus, 10; old age, 11; palsy, 4.

The deaths were divided as follows among the different wards:—

Wards.		*Wards.*	
First	14	Seventeenth	11
Second	12	Eighteenth	17
Third	9	Nineteenth	25
Fourth	14	Twentieth	24
Fifth	7	Twenty-first	1
Sixth	5	Twenty-second	9
Seventh	7	Twenty-third	4
Eighth	6	Twenty-fourth	12
Ninth	9	Twenty-fifth	8
Tenth	3	Twenty-sixth	15
Eleventh	5	Twenty-seventh	18
Twelfth	6	Twenty-eighth	1
Thirteenth	5	Unknown	5
Fourteenth	12		
Fifteenth	12	Total	280
Sixteenth	9		

PHILADELPHIA STOCK EXCHANGE SALES.

Reported by De Haven & Bro., No. 40 S. Third street.

SECOND BOARD.

$3000 O C & A R 7s..	82½	9 sh Penna R....	60⅜
$1000 Pa R 2 mt 6s.	102¼	300 do....b60.	60⅜
$4000 Phila & E 7s..	87	100 sh Sch N Pf.	17¼
500 sh Cata Prf.....	39⅜	100 sh Reading R...	49·56
190 do.	39⅜	200 sh Leh N... b10	34⅜
100 do.....s60.	39⅜	12 sh Com'l Bk...	54
1000 sh Fulton Cl....	5	42 sh O C & A R....	46⅜
20 sh Minehill R..	51½		

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